

MICHIGAN



Office of Highway Safety Planning

**FY 2025**

**Annual Highway Safety  
Grant Application**

## Updates to the Triennial Highway Safety Plan (3HSP)

### **Adjustments to countermeasures strategy for programming funds:**

The 11<sup>th</sup> edition of *Countermeasures That Work* was published by the National Highway Traffic Safety Administration in 2023. As a result of this publication, the OHSP is to adding countermeasure strategies to program areas as listed below:

#### **Community Traffic Safety Programs**

Countermeasures that Work: 11<sup>th</sup> Edition - Seat Belts and Child Restraints - Enforcement: Short-Term, High-Visibility Seat Belt Law Enforcement

Countermeasures that Work: 11<sup>th</sup> Edition - Seat Belts and Child Restraints - Other Strategies for Behavior Change: Programs for Increasing Child Restraint and Booster Seat Use

Countermeasures that Work: 11<sup>th</sup> Edition - Speeding and Speed Management - Enforcement: Speed Safety Camera Enforcement

#### **Drivers Education**

Countermeasures that Work: 11<sup>th</sup> Edition - Young Drivers - Other Strategies for Behavior Change: Hazard Perception Training

#### **Impaired Driving**

Countermeasures that Work: 11<sup>th</sup> Edition - Alcohol-Impaired Driving - Other Strategies for Behavior Change: DWI Courts

Countermeasures that Work: 11<sup>th</sup> Edition - Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving

Countermeasures that Work: 11<sup>th</sup> Edition - Drug-Impaired Driving - Other Strategies for Behavior Change: Education Regarding Medications

#### **Motorcyclist Safety**

Countermeasures that Work: 11<sup>th</sup> Edition - Motorcycle Safety - Other Strategies for Behavior Change: Motorcycle Rider Training

#### **Occupant Protection**

Countermeasures that Work: 11<sup>th</sup> Edition - Seat Belts and Child Restraints - Other Strategies for Behavior Change: Programs for Increasing Child Restraint and Booster Seat Use

#### **Pedestrian and Bicyclist Safety**

Countermeasures that Work: 11<sup>th</sup> Edition - Pedestrians Safety - Other Strategies for Behavior Change: Conspicuity Enhancement

Countermeasures that Work: 11<sup>th</sup> Edition - Pedestrians Safety - Other Strategies for Behavior Change: Pedestrian Safety Zones

## **Paid Media**

Countermeasures that Work: 11<sup>th</sup> Edition - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols

Countermeasures that Work: 11<sup>th</sup> Edition - Distracted Driving - Enforcement: High-Visibility Cell Phone Enforcement

Countermeasures that Work: 11<sup>th</sup> Edition - Distracted Driving - Legislation and Licensing: Cell Phone Laws

Countermeasures that Work: 11<sup>th</sup> Edition - Motorcycle Safety - Other Strategies for Behavior Change: Motorcycle Rider Training

Countermeasures that Work: 11<sup>th</sup> Edition - Seat Belts and Child Restraints - Enforcement: Short-Term, High-Visibility Seat Belt Law Enforcement

Countermeasures that Work: 11<sup>th</sup> Edition - Seat Belts and Child Restraints - Other Strategies for Behavior Change: Communication Strategies for Low-Belt-Use Groups as Part of HVE

Countermeasures that Work: 11<sup>th</sup> Edition - Seat Belts and Child Restraints - Other Strategies for Behavior Change: Programs for Increasing Child Restraint and Booster Seat Use

Countermeasures that Work: 11<sup>th</sup> Edition - Speeding and Speed Management - Enforcement: High-Visibility Enforcement

Countermeasures that Work: 11<sup>th</sup> Edition - Young Drivers - Other Strategies for Behavior Change: Programs to Assist Parents/Guardians of Young Drivers

## **Police Traffic Services**

Countermeasures that Work: 11<sup>th</sup> Edition - Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols

Countermeasures that Work: 11<sup>th</sup> Edition - Alcohol-Impaired Driving - Enforcement: Zero-Tolerance Law Enforcement

Countermeasures that Work: 11<sup>th</sup> Edition - Bicycle Safety - Other Strategies for Behavior Change: Cycling Skills Clinics, Bike Fairs, Bike Rodeos

Countermeasures that Work: 11<sup>th</sup> Edition - Distracted Driving - Enforcement: High-Visibility Cell Phone Enforcement

Countermeasures that Work: 11<sup>th</sup> Edition - Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving

Countermeasures that Work: 11<sup>th</sup> Edition - Speeding and Speed Management - Enforcement: High-Visibility Enforcement

Countermeasures that Work: 11<sup>th</sup> Edition - Speeding and Speed Management - Other Strategies for Behavior Change: Dynamic Speed Display/Feedback Signs

Countermeasures that Work: 11<sup>th</sup> Edition - Alcohol-Impaired Driving - Other Strategies for Behavior Change: Court Monitoring

Countermeasures that Work: 11<sup>th</sup> Edition - Speeding and Speed Management - Other Strategies for Behavior Change: Dynamic Speed Display/Feedback Signs

**Changes to Performance Plan:**

The Michigan Office of Highway safety has no changes to its current performance plan.



## Projects and Subrecipient Information

# Community Traffic Safety Programs (CP) Summary

None of the following projects will be used to meet the requirements of Section 300.41(a) Promise Projects).

Order of Projects for CP by project number:

- Program Coordination 2025-CP-01-OH
- Michigan Traffic Safety Summit 2025-CP-02-OH
- Printing and Distribution 2025-CP-03-OH
- Materials Storage and Distribution 2025-CP-04-IG
- Michigan Grant System (MGX) 2025-CP-05-OH
- Michigan Traffic Safety Networks (TSNs) 2025-CP-06-OH
- Guiding Speed Safety Camera Decision Making in Michigan - Identifying Stakeholder and Public Perceptions 2025-CP-07-00

<i><b>CP</b></i>		<i><b>Community Traffic Safety Programs</b></i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
CP-Community Traffic Safety Programs	2025-CP-01-OH 2025-CP-02-OH 2025-CP-03-OH 2025-CP-04-IG 2025-CP-05-OH 2025-CP-06-OH 2025-CP-07-00	BIL NHTSA 402	\$3,158,620.82
UNATTD-Heatstroke/Unattended Passenger Education	2025-CP-03-OH	BIL NHTSA 402	\$2,000.00
<b>LOCAL CONTRIBUTION</b>			\$0
<b>CP Program Area Total</b>			\$3,162,620.82

# Community Traffic Safety Programs (CP)

**Project Title: Program Coordination**

**Project Agreement Number: 2025-CP-01-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning (OHSP)	Organization Type: State Agency
Amount: \$2,639,278.53	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): CP-2025-CP-01-OH
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Community Traffic Safety Programs	SIGMA Code(s): 451100
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

This project will support the shared costs of the Program Coordination team required to implement and manage the Office of Highway Safety Planning (OHSP) programs.

Funding will support the following budget categories: Personnel - Salaries & Wages, Travel, Supplies & Operating, and Indirect Costs.

## **Project Activities:**

Activity 1: Improve compliance with Michigan traffic laws by increasing the public’s perceived threat of ticketing, arrest, and conviction using traffic enforcement mobilizations and crackdowns focused on impaired driving and safety belt use by September 30, 2025.

Activity 2: Enhance the knowledge and expertise of highway traffic safety professionals through improved, accessible, and cost-effective education and training by September 30, 2025.

Activity 3: Increase the awareness and support of traffic safety as a priority through improved communications with state and local stakeholders and the public by September 30, 2025.

Activity 4: Enhance the availability, timeliness, and use of traffic crash records, other planning data and information through improvements to the State’s traffic records system, crash analysis, research, and evaluations by September 30, 2025.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 3 Seat Belts and Child Restraints - Enforcement: Short-Term, High-Visibility Seat Belt Law Enforcement Pages 3-15 to 3-17

# Community Traffic Safety Programs (CP)

**Project Title: Michigan Traffic Safety Summit**

**Project Agreement Number: 2025-CP-02-OH**

Subrecipient (Intended Grantee): Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$130,000.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): CP-2025-CP-02-OH
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Community Traffic Safety Programs	SIGMA Code(s):453131
Program Income: Yes, amount TBD	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Eaton County and Kent County	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The Michigan Traffic Safety Summit will bring together traffic safety stakeholders to learn about trends in crash data, traffic safety issues, research, and best practices from the state and around the country.

Funding will support contractual costs.

## **Project Activities:**

Activity 1: Secure a facility and sign the contract to hold the Summit by December 2024.

Activity 2: Advertise the Summit by sending out notices via listserv, social media, and Michigan State Police Official Correspondence by January 2025.

Activity 3: Accept topic submissions from the traffic safety community and include at least 5 workshops from the Michigan Department of Transportation by February 2025.

Activity 4: Begin accepting registrations in the learning management system required by the Michigan State Police by March 2025.

Activity 5: Publish the Summit agenda by March 2025.

Activity 6: Conduct the Summit by March 2025.

## **Countermeasure Strategies:**

Impaired Driving Assessment: Impaired Driving Program Assessment NHTSA-Facilitated, 2019, Section C Program Management, Page 18.

Justification: The OHSP will identify educational and training materials to deliver to law enforcement partners that communicate the importance of traffic safety enforcement.

# Community Traffic Safety Programs (CP)

**Project Title: OHSP Printing and Publications**

**Project Agreement Number: 2025-CP-03-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$125,000.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): CP-2025-CP-03-OH, UNATTD-2025-CP-03-OH
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Community Traffic Safety Programs, BIL NHTSA 402 Heatstroke/Unattended Passenger Education	SIGMA Code(s): 452100
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The OHSP will promote seat belt use, sober driving, child passenger safety, vulnerable roadway user safety, and all other traffic safety concerns through public information outreach. This includes developing brochures, flyers, posters, banners, and other materials to promote traffic safety campaigns and events.

Funding will support the following budget categories: Supplies & Operating

## **Project Activities:**

Activity 1: Print and distribute traffic safety materials by September 30, 2025.

Activity 2: The budget allows for the printing of one banner (winter driving) by September 30, 2025.

Activity 3: Up to \$25,000 of the budget will be used to reprint the Injury Prevention booklets in English, Arabic, and Spanish by September 30, 2025.

Activity 4: Up to \$15,000 of the budget will be used to reprint the updated version of the Aging Drivers Guidebook by September 30, 2025.

Activity 5: At least 6,000 pieces will be printed in Spanish and at least 3,000 pieces will be printed in Arabic for the unattended passenger program by September 30, 2025.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 3 Seat Belts and Child Restraints - Other Strategies for Behavior Change: Programs for Increasing Child Restraint and Booster Seat Use: Pages 3-31 and 3-32

# Community Traffic Safety Programs (CP)

**Project Title: Materials Storage and Distribution**

**Project Agreement Number: 2025-CP-04-IG**

Subrecipient (Intended Grantee): Michigan State Police - GCSD	Organization Type: State Agency
Amount: \$133,851.75	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): CP-2025-CP-04-IG
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Community Traffic Safety Programs	SIGMA Code(s): 213301
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The Michigan State Police (MSP) Distribution Center houses a variety of traffic safety-related public information materials and mobilization items for law enforcement. The public will be able to order information about traffic safety through this storage facility. The OHSP provides costumes on loan to assist schools, enforcement agencies, and other organizations in promoting safe driving habits. The distribution center also ships the SFST, ARIDE, and DRE training materials for law enforcement.

Funding will support personnel, supplies/operating, and indirect costs.

## **Project Activities:**

Activity 1: The Michigan Department of State Police Grants and Community Services Division will provide the following services for the OHSP:

- Accept shipments, inventory, and store traffic safety-related materials through September 30, 2025.
- Inventory, store, and ship Standardized Field Sobriety Testing, Advanced Roadside Impaired Driving Enforcement, and Drug Recognition Expert materials through September 30, 2025.
- Fill all requests for the OHSP traffic safety materials at established quantity limits via mail, phone, email, and online orders through September 30, 2025.
- Conduct special mailings of materials as requested by the OHSP through September 30, 2025.
- Ship Click It the Cricket costumes to applicants and track the costumes to ensure their prompt return through September 30, 2025.

- Ship Vince and Larry costumes to applicants and track the costumes to ensure their prompt return through September 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 3 Seat Belts and Child Restraints Enforcement: Short-Term, High-Visibility Seat Belt Law Enforcement, Pages 3-15 through 3-17



# Community Traffic Safety Programs (CP)

**Project Title: Michigan Grants System (MGX)**

**Project Agreement Number: 2025-CP-05-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning (OHSP)	Organization Type: State Agency
Amount: \$26,150.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): CP-2025-CP-05-OH
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Community Traffic Safety Programs	SIGMA Code(s): 456180
Program Income: No	Indirect Cost Rate: No
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: Agate Software, Needed for online grants management, \$26,150.00	NHTSA Equipment Approval Date: TBD
Location and Affected Communities: Eaton and Ingham Counties	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The OHSP is working through a cooperative contract between the Michigan Department of Management and Budget (DTMB) and Agate Software to build, support, and maintain an online grant system for traffic safety grants. This is the Michigan Grants System (MGX) that administers all OHSP federal funded and state-funded projects.

Funding will support equipment. National Highway Traffic Safety Administration (NHTSA) regulations define software as equipment.

## **Project Activities:**

Activity 1: Track and log activity regarding annual hosting, maintenance, support, and service enhancements by September 30, 2025.

Activity 2: Facilitate annual and multi-year project proposals and grant applications for federal and state truck safety grants by September 30, 2025.

Activity 3: Facilitate annual Secondary Road Patrol awards by September 30, 2025.

Activity 4: Facilitate work on Equipment Asset Tracking enhancements by September 30, 2025.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving Enforcement: Integrated Enforcement, Pages 1-33 and 1-34

# Community Traffic Safety Programs (CP)

**Project Title: Michigan Traffic Safety Networks (TSNs)**

**Project Agreement Number: 2025-CP-06-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$8,850.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): CP-2025-CP-06-OH
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Community Traffic Safety Programs	SIGMA Code(s): 451140
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The OHSP will partner with AAA Michigan to support, promote, and grow regional Traffic Safety Networks (TSNs) across the state. The fifteen TSNs will be provided with programmatic support to conduct a forum for traffic safety professionals to network, collaborate, share knowledge of emerging issues, and learn about new programs and technology.

Funding will support supplies/operating and contractual costs.

## **Project Activities:**

Activity 1: Provide programmatic support to each of the TSNs by sponsoring educational and networking opportunities through September 30, 2025.

## **Countermeasure Strategies:**

Innovative - Section 402 of Title 23 of the United States Code requires the promulgation of uniform guidelines for state highway safety programs. The Uniform Guidelines for State Highway Safety Programs lists a framework for developing highway safety programs, with the majority of the countermeasures being conducted at the community level by traffic safety stakeholders.

For example:

IMPAIRED DRIVING- Highway Safety Program Guideline No. 8:

- Conduct Community-Based Programs: Conduct community-based programs that implement prevention strategies at the local level through a variety of settings, including schools, employers, medical and health care professionals, community coalitions, and traffic safety programs.

- **Community Coalitions and Traffic Safety Programs:** Community coalitions and traffic safety programs should provide the opportunity to conduct prevention programs collaboratively with other interested parties at the local level and provide communication toolkits for local media relations, advertising, and public affairs activities. Coalitions may include representatives of government such as highway safety; enforcement; criminal justice; liquor law enforcement; public health; driver licensing and education; business, including employers and unions; the military; medical, health care and treatment communities; multicultural, faith-based, advocacy and other community groups; and neighboring countries, as appropriate.

# Community Traffic Safety Programs (CP)

## **Project Title: Guiding Speed Safety Camera Decision-Making in Michigan - Identifying Stakeholder and Public Perceptions**

### **Project Agreement Number: 2025-CP-07-00**

Subrecipient (Intended Grantee): Regents of the University of Michigan	Organization Type: Educational Institute
Amount: \$99,490.54	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): SC-2025-CP-07-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Speed Management	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: 56%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

### **Project Description (MGX Project Summary):**

In Michigan, speeding-related crashes accounted for over 1,000 fatalities and over 4,000 severe injuries over the past five years. Automated speed safety cameras (SSC) are an effective and unused solution for reducing speeds and related consequences in the state. Specific legislation must be passed in Michigan to allow remote citation via SSC. Recent House legislation supporting SSC in Michigan work zones stalled in the Senate and its future is uncertain. The proposal is to work to identify public and stakeholder perspectives of the current political and public perceptions of SSC deployment. Reviews of SSC use in United States Department of Transportation (USDOT) Region 5, in-depth stakeholder interviews, and a statewide survey to identify points of contention and general SSC acceptance will be conducted. Results provide formative knowledge of the feasibility and perceived utility of SSC in Michigan to inform SSC-related decision-making across traffic safety agencies, organizations, and representatives.

Funding will support the following budget categories: Personnel – Salaries & Wages, Contractual Services, Travel, Supplies & Operating, and Indirect Costs

### **Project Activities:**

Activity 1: Conduct a review of the use and perceptions of speed safety cameras. In Activity 1, A review will be conducted to summarize the available knowledge about the use and effectiveness of speed safety cameras in the U.S. As a point of comparison, part of this review will include examining the public and political landscape of SSC usage in the USDOT Region 5 states specifically. For example, work will be done to identify related legislation using the Traffic Safety Legislation Database from the National Conference of State Legislatures. Academic and professional organization materials will also be reviewed by November 29, 2024.

Activity 2: Conduct interviews with law enforcement and legislative representatives to elicit concerns and perceptions held by Michigan legislators and law enforcement when considering SSC decision making and related public engagement by January 31, 2025.

In Activity 2, a set of interview questions will be developed and interviews arranged to learn about state stakeholders' perspectives of deploying speed safety cameras in Michigan (4 law enforcement officials, 4 Michigan state representatives). Semi-structured interviews will be conducted to address perceived feasibility of employing SSC in Michigan, identifying perceived benefits and disadvantages of doing so, and other main concerns. Interviews will also cover issues suggested by CTW (11th edition) such as program characteristics and public acceptance by March 28, 2025.

Activity 3: Analyze qualitative data from Activity 2 stakeholder interviews for recurring themes by March 28, 2025.

Transcribed recordings from Activity 2 will be analyzed by project members using an open coding process: the team reads the text to independently develop initial codes (i.e., repeated concepts) and related themes (i.e., larger ideas the codes fit into). Next, the team reaches a consensus on the codes, themes, and their definitions. The interviews are reviewed again, and passages of text are associated with the fitting themes/codes using qualitative analysis software (NVivo). Text assignments are reviewed for consensus and emblematic quotes are selected to represent the codes/themes.

Activity 4: A summary of the interviews' major themes, key quotes illustrating each theme, and a summary of the main factors influencing feasibility of implementing SSC in Michigan will be created. Findings will also inform potential survey questions that will be used in the public survey (next goal/activity) by June 27, 2025.

In Activity 4, A survey will be created and disseminated to understand Michigan drivers' general acceptance of SSC, their perspectives/knowledge about common SSC contentions (e.g., citation process), and any issues identified by the stakeholders. Information will be collected on respondent driving behaviors (e.g., speeding frequency) and demographics (e.g., age, gender) to ascertain whether these factors are associated with more or less favorable views of SSC. Evidence will be presented of SSC safety effects (from Activity 1) to gauge whether it shifts SSC perceptions by June 27, 2025.

Activity 5: Descriptive statistics will be compiled to describe the public's general perceptions of SSC. Advanced modeling will be done to explore factors associated with those SSC perceptions and their potential shift. Open-ended questions will be analyzed as in Activity 3 to identify other key respondent themes and related contexts by August 29, 2025.

Activity 6: Approximately 400 respondents will be enrolled from across Michigan through online portals such as UM Health Research Studies or Research Match and also via a letter mailed to household addresses in Michigan, oversampling in areas whose demographics that are not generally captured in online outreach. Survey outcome data will describe the public's general favorability of SSC, beliefs underlying their perceptions, potential to change those perceptions, and whether demographics or driving behaviors correlate to its acceptance. Open-ended questions will be analyzed as in Activity 3 by September 26, 2025.

In Activity 6, A summary of the reasons for conducting the study, methods, and key findings of project, compiling the information into a user-friendly report and PowerPoint presentation to OHSP staff. In addition to presentations to OHSP, an offer to give presentations to other State of Michigan Strategic Highway Safety Plan (SHSP) groups such as Traffic Safety Engineering Action Team by September 26,

2025.

Deliverables for this project include:

- a. Summary tables of qualitative codes/themes for the Michigan stakeholder interviews
- b. Summary of analysis and data from the Michigan driver survey
- c. A report synthesizing the findings of the interviews and survey
- d. Oral presentations of data analysis and results

Additional deliverables may be defined by the OHSP on a task-by-task basis by September 30, 2025.

A submission of the findings for national presentation at the Governors Highway Safety Association (GHSA) and the Society for Advancement of Violence and Injury Research (SAVIR) annual meetings, but acceptance is not guaranteed and therefore not documented as a firm deliverable.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11<sup>th</sup> Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: Speed Safety Camera Enforcement: Pages 4-24 through 4-30

## Driver Education (DE) Summary

None of the following projects will be used to meet the requirements of Section 1300.41(a) (Promise Projects).

Order of Projects for DE by project number:

- Strive for a Safer Driver (S4SD) 2025-DE-01-01
- Teen Interactive Programs 2025-DE-01-02
- MSP Teen Defensive Driving Program 2025-DE-03-IG
- Understanding Michigan Teen Drivers Through Their Lens: A Pull Strategy for Innovative Initiatives 2025-DE-04-00
- Otsego County Teens Driving Safely Initiative 2025-DE-05-00

<i>DE</i>		<i>Driver Education</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
DE-Driver Education	2025-DE-01-01 2025-DE-01-02 2025-DE-03-IG 2025-DE-04-00 2025-DE-05-00	BIL NHTSA 402	\$569,769.13
<b>LOCAL CONTRIBUTION</b>			<b>\$340,157.33</b>
<b>DE Program Area Total</b>			\$569,769.13

# Driver Education (DE)

**Project Title: Strive for a Safer Drive (S4SD)**

**Project Agreement Number: 2025-DE-01-01**

Subrecipient (Intended Grantee): Transportation Improvement Association (TIA)	Organization Type: Local Agency
Amount: \$107,634.40	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): DE-2025-DE-01-01
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Driver Education	SIGMA Code(s): 454160
Program Income: No	Indirect Cost Rate: 20%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Michigan high schools will have the opportunity to receive \$1,000 to develop a teen, peer-to-peer traffic safety campaign. Schools submit a video or PowerPoint outlining campaign activities. The top five schools receive cash prizes. Participating schools are eligible to send teens to the Ford Ride and Drive event. Resources will be concentrated in the counties where 70 percent of all teen fatalities and serious injuries occur.

Strive for a Safer Drive (S4SD) has an impeccable effect on the community. The program had a total of 41 Michigan high schools participate in 2024, which consists of more than 42,000 students. In the off season, fall and summer, students continued to spread traffic safety awareness information on social media reaching individuals in and outside of their direct community. S4SD continues to interact with participating schools, students, staff, and partners daily on social media.

Funding will support the following budget categories: Personnel – Salaries & Wages, Travel, Supplies & Operating, and Indirect Costs

**Project Activities:**

Activity 1 Communicate to participating schools that the seat belt observational surveys are mandatory. Collect surveys and compile a summary of all participating school results.

Activity 1: First Quarter (October -December 2024) - Promote program to Michigan high schools.

Activity 2: Second Quarter (January-March 2025) – Provide guidance to schools during campaign implementation and attend school events if schedule allows. Develop and facilitate an instructional webinar for the advisors and lead students and facilitate administration of pre- and post-testing.



Activity 3: (April-June 2025) - Review final projects and facilitate judging by sponsors.

Activity 4: Fourth Quarter - (July-September 2025) - Attend conferences and events to promote the program and plan for the next school year.

### **Countermeasure Strategies:**

Innovative: Young Drivers Ages 20 and Younger

Other (Peer-to-Peer Teen Traffic Safety Program Guide)

Date: March 2019

Author(s): Fischer, Pam

Publication: Peer-to-peer teen traffic safety program guide (Report No. DOT HS 812 631). Washington, DC: National Highway Traffic Safety Administration.

Research Title:

Website (if applicable):

[https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/13905\\_peer2peerbrochure\\_031519\\_v4-blankpages-tag.pdf](https://www.nhtsa.gov/sites/nhtsa.gov/files/documents/13905_peer2peerbrochure_031519_v4-blankpages-tag.pdf)

Citation

For purposes of this guide, a peer-to-peer teen traffic safety program is defined as one in which teens: Identify a traffic safety problem specifically affecting them and other teens in their schools and communities.

- Formulate and implement plans that educates their peers about the problem and how to address it.
- Evaluate how they did delivering that intervention (process) and addressing the problem (outcome).

The goal then is to harness the power of youth to promote the adoption of safe behaviors by both the teens delivering the intervention and the teens receiving it. Teens who regularly participate in positive social projects designed to help their peers and others are less likely to engage in risky behaviors (Benton, as cited in Varenhorst, 2004) and, in the case of the interventions included in this guide, the latter are also being positively affected. But another by-product of youth involvement in leading peer-to-peer efforts is that they develop critical social skills such as friendship-making, caring, assertiveness, and resistance; form positive values, especially looking out for the well-being of others; and begin to understand their “meaning and purpose in life” (Benton, as cited in Varenhorst, 2004).

# Driver Education (DE)

**Project Title: Teen Programs**

**Project Agreement Number: 2025-DE-01-02**

Subrecipient (Intended Grantee): Transportation Improvement Association (TIA)	Organization Type: Local Agency (Non-Profit or Not-for-Profit)
Amount: \$182,520.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): DE-2025-DE-01-02
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Driver Education	SIGMA Code(s): 454160
Program Income: No	Indirect Cost Rate: 20%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Allegan, Berrien, Cass, Eaton, Genesee, Ingham, Ionia, Isabella, Jackson, Kalamazoo, Kent, Muskegon, Ottawa, Saginaw, Washtenaw Counties	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

This project is a comprehensive, high-impact safe-driving awareness program that utilizes several methods to inform, educate, and demonstrate the potentially deadly consequences resulting from poor choices and decisions made by teen drivers of motor vehicles. Programming may include hands-on driving simulators and assemblies, including game show type interaction. The simulator allows participants to experience the real-life dangers without the real-life consequences.

The Traffic Impact Analysis (TIA) utilized a request for proposal (RFP) process in FY2022 to develop three-year contracts with three teen interactive safe driving program vendors to deliver programs to high schools with the largest number of fatalities and suspected serious injuries involving a teen driver, that do not have any other OHSP funded teen programs available. This is the last year of that RFP, and another will be developed.

Funding will support contractual and indirect costs.

**Project Activities:**

Activity 1: Establishing and administering a contract with up to three teen safe driving interactive vendors to provide programming in high fatality and suspected serious injury counties by November 1, 2025.

Activity 2: Review and approve programming materials by January 1, 2025.

Activity 3: Collecting and summarizing pre- and post-test results, program evaluations, correspondence to schools, and providing the list of participating schools by county and number of participating schools to the OHSP by September 30, 2025.

Activity 4: Payment of invoice(s) by September 30, 2025.

**Countermeasure Strategies:**

Innovative: "Date: December 2016 Author(s): GHSA

Publication Research Title: Mission Not Accomplished: Teen Safe Driving, the Next Chapter (GHSA)

Website (if applicable): [https://www.ghsa.org/sites/default/files/2016-12/FINAL\\_TeenReport16.pdf](https://www.ghsa.org/sites/default/files/2016-12/FINAL_TeenReport16.pdf)

Citation

Based on the results of this latest data analysis and the 2015 FARS data, the GHSA recommends the following:

Expand GDL requirements to include all teens under 21 years of age.

Require all novice drivers to complete driver education and training.

Actively promote the benefits of older teen drivers completing a defensive driving and/or behind-the-wheel program.

Send an early warning letter addressing the impact of engaging in unsafe driving behaviors to an older teen following receipt of his/her first moving violation.

Enact a primary seat belt law that covers all motor vehicle occupants in all seating positions.

Educate parents about the importance of continuing to coach and monitor their older teen (18-20-year-old) drivers.

Partner with colleges to promote safe driving.

Partner with graduating high school peer leaders to help them continue their traffic safety outreach in college.

Partner with law enforcement to conduct high visibility enforcement coupled with high school- and college-based education and earned/paid media.

Capitalize on the popularity of music and sports with teens to disseminate safe driving information/messages.

Interactive programs sprinkle popular music and sports information into the interactive program, which helps to catch teens' attention. They also use young master of ceremonies to facilitate programming.

Additionally, in 2018, a Baylor University Study indicated: Findings supported the need for reality-based programs in driver's ed to increase young people's awareness, improve decision-making and negotiate peer influence. Findings also showed the need to move beyond simple awareness and knowledge.

# Driver Education (DE)

**Project Title: MSP Teen Defensive Driving Program**

**Project Agreement Number: 2025-DE-03-IG**

Subrecipient (Intended Grantee): Michigan State Police - PDB	Organization Type: State Agency
Amount: \$116,002.87	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): DE-2025-DE-03-IG
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Driver Education	SIGMA Code(s): 425001
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Michigan is a very mobile state, with 7.2 million licensed drivers, more than 120,000 miles of paved roadways, 9,000 route miles of state trunklines, 89,000 route miles of country roads, 21,000 miles of city and village streets, and 88,000 miles of federally aided roadways. Michigan has more than 800,000 licensed drivers ages 14 years and 9 months to 34 years of age. Only 24 hours of classroom, 6 hours of driving, and 4 hours of observation are needed to acquire a level 1 license. Fifty hours of parental observed driving (10 at night) and the passing of a minimal driving skills test is needed to achieve a level two license. The natural age of 17 is all that is needed to achieve a Michigan driver’s license with no state-imposed license restriction.

Advanced training in this area (owning and maintaining one’s own vehicle, insurance, licensing, etc.) and instruction provided by a private entity is for profit which lends itself to being very expensive. This can be and is a barrier to families with socio-economic challenges when it comes to providing this opportunity.

This project will provide advanced teen defensive driving training in the areas of: traffic stop etiquette/move over law/expectations, impaired driving and standardized field sobriety testing, evasive maneuvering, precision braking, parking and visual referencing, serpentine and distracted driving.

Funding will support overtime personnel costs.

**Project Activities:**

Activity 1: Identify locations within MSP First, Second, and Third districts.

Activity 2: Share information with teens and responsible adults.

### Activity 3: Complete training sessions

#### **Countermeasure Strategies:**

Innovative: Peer-To-Peer Teen Traffic Safety Program Guide (Report No. DOT HS 812 631), Page 2.

Justification: The OHSP believes a peer-to-peer teen traffic safety program is defined as one in which teens: identify a traffic safety problem specifically affecting them and other teens in their schools and communities; formulate and implement plans that educates their peers about the problem and how to address it; and evaluate how they did deliver that intervention and addressing the problem. The goal then is to harness the power of youth to promote the adoption of safe behaviors by both the teens delivering the intervention and the teens receiving it. Teens who regularly participate in positive social projects designed to help their peers and others are less likely to engage in risky behaviors. But another aspect of youth involvement in leading peer-to-peer efforts is that they develop critical social skills such as friendship making, caring, assertiveness, and resistance; form positive values, especially looking out for the well-being of others; and begin to understand their 'meaning and purpose in life'.

# Driver Education (DE)

**Project Title: Understanding Michigan Teen Drivers Through Their Lens: A Pull Strategy for Innovative Initiatives**

**Project Agreement Number: 2025-DE-04-00**

Subrecipient (Intended Grantee): Western Michigan University	Organization Type: Educational Institute
Amount: \$113,608.93	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): DE-2025-DE-04-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Driver Education	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: 52%, Override: \$33,921.00
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Kalamazoo County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The purpose of this project is to gather and analyze the data to identify the critical crash factors from teen (aged 15 to 19) drivers’ perceptions and perspectives. The data will be statistically analyzed to better understand how teenagers view traffic safety. The outcome of this project could be used to help the (OHSP) generate new innovative initiatives and strategies to reduce crashes among teen drivers. A secondary intent is to provide recommendations that will help modify existing initiatives to serve teen drivers better.

Funding will support the following budget categories: Personnel – Salaries & Wages, Supplies & Operating, Indirect Costs, & Travel.

**Project Activities:**

Activity 1: (mutually decided but no later than October 1st, 2024): Meeting with OHSP staff to establish mutually acceptable parameters for the project and to address potential questions before the project initiation]

Activity 2: (October - November 2024): Immediately after the approval, the investigators will begin reviewing relevant literature to identify the key risk factors that will be used to develop a questionnaire/survey instrument(s) that would serve the purpose of the project. This literature review includes a comprehensive review of current relevant scientific publications related to crash potentials among teen drivers to find the most appropriate approach to data collection.

Activity 3: (October - December 2024): The data and information identified in the literature and gathered from the meetings with partners will be used to develop the questionnaire/survey questions. Prior to

proceeding with the data collection phase of the project, approval will be requested the Human Subject Institutional Research Board (HSIRB) at Western Michigan University. After completing the design of the questionnaire/survey questions, high school teachers in the Western Michigan District 5 area will be invited to participate in a focus group meeting.

Activity 4: (January - May 2025): After reaching a consensus on the questionnaire/survey questions and receiving HSIRB approval, the questions will be sent to high school students via teachers who participate in the focus group meeting. The same questionnaire/survey questions will be distributed to other targeted populations (i.e., college students).

Task 5 (May 2025 - July 2025): Statistical analyses will be performed to identify and prioritize the critical crash factors based on teen drivers' perceptions and perspectives. After analyzing emerging information, recommendations for innovative initiatives will be provided. The study's outcome will be cross-checked with the current relevant scientific publications related to crash potential among teen drivers.

Activity 6: (July - Sep 2025): Based on the final outcomes of the analysis, recommendations of innovative initiatives will be provided to OHSP at the end of the project.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 7 Young Drivers - Other Strategies for Behavior Change: Hazard Perception Training, Pages 7-24 and 7-25

# Driver Education (DE)

**Project Title: Otsego County Teens Driving Safely Initiative**

**Project Agreement Number: 2025-DE-05-00**

Subrecipient (Intended Grantee): Northwest Michigan Community Health Agency	Organization Type: Local Agency
Amount: \$50,002.93	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): DE-2025-DE-05-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Driver Education	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: 56%, \$7,589.00
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Otsego County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Health Department of Northwest Michigan's initiative, under the well-established RISE: Otsego Substance Free Coalition, aims to specifically address the disproportionately high traffic crash rates among teens in Otsego County, as highlighted by the Michigan Traffic Crash Facts. With teens aged 16-17 experiencing crash involvement rates significantly higher than other demographics, and county wide below-average seat belt usage rates in 2023, the program focuses on comprehensive educational strategies. It includes a strong emphasis on seat belt safety and the dangers of distracted and impaired driving, leveraging peer-to-peer influence through multimedia campaigns and direct education. This approach not only aims to reduce the high incident rates but also instill a culture of safety and responsibility among young drivers, supported by community partnerships and law enforcement collaborations.

Funding will support the following budget categories: Personnel – Salaries & Wages, Travel, Supplies & Operating, & Indirect Costs.

**Project Activities:**

Activity 1: The RISE Project Coordinator aims to recruit at least six high school students, from grades 9-12, to create a PSA and digital campaign highlighting the importance of seat belt safety by February 2025. This initiative will explore both the benefits of wearing a seat belt and the dangers of neglecting to do so. RISE will leverage its strong ties with local law enforcement for advice and partnership, enhancing the project's effectiveness and reach. Given RISE's successful history in producing youth-centric Public Service Announcements (PSA's) and digital campaigns, executing a seat belt safety initiative targeting young audiences is within RISE's capability.



Activity 2: The RISE Project Coordinator will work with local media to disseminate the seat belt safety campaign across diverse media platforms, aiming for at least 500,000 impressions over six months, from March to August 2025, to ensure the campaign effectively reaches the intended widespread target audience. Raising awareness of seat belt safety is essential to decrease traffic-related fatalities and injuries among new and future drivers, instilling a culture of safety from an early age.

Activity 2: Activities 1 and 2: Zero Hero Seat Belt Activity and Zero Hero Distracted Driving Activity. The RISE Project Coordinator and RISE youth will work with local law enforcement to implement both activities from TDS. These activities will take place sequentially and during the school year and be completed by June 2025.

- Step 1: Pre-Observations at least six high school youth will record seat belt usage and distracted driving rates among teen drivers at two local high schools in Otsego County, aiming to observe at least 100 vehicles.
- Step 2: Awareness Campaign kicks off after pre-observations, launching a series of activities over three weeks to promote seat belt safety and distracted driving awareness. Sample activities include a seat belt relay to reinforce how quick and easy it is to buckle up, hanging posters around the school reminding students why it is important to wear their seat belts and students to stay off their phones when driving along with encouraging passengers to not distract the driver, sharing a Healthy vs. Unhealthy Risks video and information during school announcements, a lunch time booth with a distracted driving pledge and incentives, and an all student and parent e-mail blast outlining the benefits of instilling seat belt safety for young and upcoming drivers. Following the youth-led principal of RISE, the youth involved in the project will pick at least three campaign activities for each Zero Hero initiative to implement during their awareness campaigns.
- Step 3: Post-Observations concludes the activity, repeating the observation process to measure the impact of the campaign on seat belt usage and distracted driving among drivers. RISE aims to see an increase in seat belt use and decrease distracted driving among students during the post observation portion.

Activity 3: Speak (C)up! Not Everyone Is Doing It. This activity uses cup stacking to illustrate the effects of impairment on simple tasks, aiming to spark discussions on impaired driving's dangers and promoting safe-driving habits. During a lunch hour booth, under the guidance of RISE Project Coordinator and Law Enforcement, participants stack cups twice—with and without impaired goggles—to experience the challenge firsthand. It emphasizes the importance of speaking up for safety. The goal is to encourage peers to pledge against impaired driving and advocate for intervention when encountering risky situations. This activity will take place during the school year and be completed by June 2025.

### **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 7 Young Drivers - Other Strategies for Behavior Change: Hazard Perception Training, Pages 7-24 and 7-25

## Emergency Medical Services (EM) Summary

None of the following projects will be used to meet the requirements of Section 1300.41(a) (Promise Projects).

Order of Projects for EM by project number:

- Upper Peninsula Rural Bystander Care Program 2025-EM-01-OH

<i>EM</i>		<i>Emergency Medical Services</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
EM-Emergency Medical Services	2025-EM-01-OH	BIL NHTSA 402	\$7,000.00
<b>LOCAL CONTRIBUTION</b>			\$0
<b>EM Program Area Total</b>			\$7,000.00

# Emergency Medical Services (EM)

**Project Title: Upper Peninsula Rural Bystander Care Program**

**Project Agreement Number: 2025-EM-01-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$7,000.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): EM-2025-EM-01-OH
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Emergency Medical Services	SIGMA Code(s): 453481
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, Schoolcraft Counties	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

A national rural bystander care training curriculum will be used to teach citizens in the Upper Peninsula of Michigan to render potentially lifesaving care at the scene of a motor vehicle crash until an ambulance arrives.

Funding will support supplies/operating costs.

**Project Activities:** Activity 1: Purchase additional first-aid supplies for programming as needed by September 30, 2025.

Activity 2: Recruit and train volunteer instructors from counties throughout the Upper Peninsula on an ongoing basis by September 30, 2025.

Activity 3: Promote the bystander care course to at least 25 agencies, industries, clubs, and associations by September 30, 2025.

Activity 4: Schedule and execute training sessions throughout the Upper Peninsula on an ongoing basis by September 30, 2025.

Activity 5: Use social media and other promotional venues to educate the public about lifesaving bystander care measures on an ongoing basis by September 30, 2025.

**Countermeasure Strategies:**

Uniform Guidelines for State Highway Safety

## GUIDELINE No. 11

### EMERGENCY MEDICAL SERVICES

#### VIII. PUBLIC INFORMATION AND EDUCATION

Public awareness and education about the Emergency Medical Services (EMS) system are essential to a high-quality system. Each State should implement a public information and education (PI&E) plan to address:

- A. The components and capabilities of an EMS system;
- B. The public's role in the system;
- C. The public's ability to access the system;
- D. What to do in an emergency (e.g., bystander care training);
- E. Education on prevention issues (e.g., alcohol or other drugs, occupant protection, speeding, motorcycle, and bicycle safety);
- F. The EMS providers' role in injury prevention and control

#### RESEARCH

Publication/Research Title: Emergency Medical Services Response Times in Rural, Suburban, and Urban Areas; JAMA Pages 983-984. October 2017

Author(s): Howard K. Mell, MD, MPH, CPE1; Shannon N. Mumma, MD2; Brian Hiestand, MD, MPH2; et al. Brendan G. Carr, MD3; Tara Holland, MPH4; Jason Stopyra, MD2

#### Citation:

Research suggests that bystanders trained in first aid can and will effectively assist the ill and injured in their time of need. The data suggest that there is an interval for bystander intervention between 911 system engagement and EMS arrival. Recognizing that “you are the help until help arrives” may be lifesaving.

## Impaired Driving (ID) Summary

Michigan shifted from being classified as a low-range state in FY24 to a mid-range state in FY25 for 405d funds. However, Michigan is not applying for new 2025 405d funds. This AGA contains funding awards utilizing 2024 405d funds with eligible use under the low-range state regulation.

None of the following projects will be used to meet the requirements of Section 1300.41(a) (Promise Projects).

Order of Projects for ID by project number:

- Drug and Alcohol Impaired Driving Training Project (SFST, ARIDE, and DRE) 2025-ID-01-IG
- Traffic Safety Training Program 2025-ID-03-02
- Judicial Branch Training and Technical Assistance 2025-ID-04-IG
- Sobriety Court Support 2025-ID-05-IG
- Judicial Outreach Liaison 2025-ID-06-IG
- Ford Ride and Drive Impaired Driving Station 2025-ID-07-OH
- Treatment Court Professional Training and Resources Support 2025-ID-08-00
- DRE Callout Overtime 2025-ID-09-IG
- DRE Out of State Travel 2025-ID-10-IG
- 2025 Michigan DRE Conference 2025-ID-12-IG
- Michigan State Police, Community Service Trooper Impaired Equipment Support 2025-ID-13-OH

<i>ID</i>		<i>Impaired Driving</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
B6PEM- 405d Low Media/ID training/Enf Related exp.	2025-ID-01-IG 2025-ID-09-IG 2025-ID-10-IG 2025-ID-12-IG	BIL 405d Impaired Driving Low	\$1,356,337.66
AL-Impaired Driving	2025-ID-03-02	BIL NHTSA 402	\$693,457.34
B6CS-405d Low Court Support	2025-ID-04-IG 2025-ID-05-IG 2025-ID-08-00	BIL 405d Impaired Driving Low	\$2,082,931.00
FDL*AL-405d Low Impaired Driving	2025-ID-06-IG 2025-ID-07-OH	BIL 405d FLEX (other 402 type purposes)	\$95,966.35
M6OT-405d Low Other Based on Problem ID	2025-ID-13-OH	BIL 405d Impaired Driving Low	\$87,549.00
<b>LOCAL CONTRIBUTION</b>			<b>\$693,457.34</b>
<b>ID Program Area Total</b>			<b>\$4,316,241.35</b>

# Impaired Driving (ID)

**Project Title: Drug and Alcohol Impaired Driving Training Project**

**Project Agreement Number: 2025-ID-01-IG**

Subrecipient (Intended Grantee): Michigan State Police - PDB	Organization Type: State Agency
Amount: \$1,276,876.22	Federal Funding Source: 405d
Local Expenditure (402 AND 164): N/A	GTS Code(s): B6PEM-2025-ID-01-IG
Eligible Use of Funds (GTS Description): BIL 405d Impaired Driving Low Media/ID training/Enf Related exp.	SIGMA Code(s): 481000, 425000
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: ITSMR Software, \$60,000.00	NHTSA Equipment Approval Date: TBD
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

This project will support personnel costs for two full time employees and one half-time employee, overtime that may be attributed to trainings/travel; contractual costs connected with law enforcement trainings such as Drug Recognition Expert (DRE) School, Advanced Roadside Impaired Driving Enforcement (ARIDE), Standard Field Sobriety Tests (SFST), refresher courses, instructor schools; supplies and operating, and equipment costs associated with the project, such as Institute for Traffic Safety Management and Research (ITSMR) DRE software, out-of-state travel to Drug Evaluation & Classification Program (DECP) Meeting and National Conference.

Funding will support the following budget categories: Personnel – Salaries & Wages, Personnel – Overtime, Contractual Services, Travel, Supplies & Operating, Equipment, and Indirect Costs

**Project Activities:**

Activity 1: Promote the training, establish locations, assign instructors, equipment, materials, maintain records of training conducted and officers trained by September 30, 2025.

Activity 2: The DEC Program Coordinator will conduct up to two DRE Schools by September 30, 2025.

Activity 3: Act as the Liaison between the International Association of Chiefs of Police (IACP) and OHSP and ensure DREs meet certification requirements and follow DRE Policies and Procedures by September 30, 2025.

Activity 4: Promote the training, establish locations, assign instructors, equipment, materials, maintain records of training conducted and officers trained by September 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 2 Drug-Impaired Driving - Enforcement:  
Enforcement of Drug-Impaired Driving, Pages 2-16 and 2-17

# Impaired Driving (ID)

**Project Title: Traffic Safety Training Program**

**Project Agreement Number: 2025-ID-03-02**

Subrecipient (Intended Grantee): Prosecuting Attorneys Association of Michigan (PAAM)	Organization Type: Local Agency
Amount: \$693,457.34	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): AL-2025-ID-03-02
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Impaired Driving	SIGMA Code(s): 454400
Program Income: Yes, estimated \$18,000.00	Indirect Cost Rate: 12%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: TBD
Location and Affected Communities: Statewide	<u>At Risk/Underserved Community and Which Community (PP&amp;E): No</u>

## **Project Description (MGX Project Summary):**

Operating while intoxicated (OWI) and related offenses can be some of the most challenging cases to prosecute, yet many times they are assigned to the newest and least experienced of prosecutors. These "rookie" prosecutors must be prepared to go up against OWI defense attorneys that are experienced, aggressive, and well-funded. Many prosecutor offices are short staffed, have a significant caseload, and are working with limited resources. Without the support the Traffic Safety Resource Prosecutors (TSRPs) provide, it is likely that many prosecutors would not feel confident in prosecuting impaired drivers to the fullest extent of the law, thereby allowing offenders to plead to lesser charges or even walk away with no criminal repercussions. The impact would reduce the effectiveness of law enforcement's efforts in overtime patrols, impaired driving crackdowns, and special messaging reinforcing the arrests made by police officers. It may even make it difficult to qualify for NHTSA funding to combat impaired driving.

Funding will support the following budget categories: Personnel – Salaries & Wages, Contractual Services, Travel, Supplies & Operating, and Indirect Costs

## **Project Activities:**

Activity 1: Identify and facilitate training opportunities for judicial staff in relevant impaired driving traffic safety related information by September 30, 2025. This will include supporting a contract attorney for research needs relevant to impaired driving traffic safety related information and to update judicial bench books.

It will also provide partial funding support for impaired driving training meals and facilities.

## **Countermeasure Strategies:**

Impaired Driving Program Assessment, 2019, Section: Criminal Justice, Prosecution, Page Number 55-56



# Impaired Driving (ID)

**Project Title: Judicial Branch Training and Technical Assistance**

**Project Agreement Number: 2025-ID-04-IG**

Subrecipient (Intended Grantee): Michigan Judicial Institute (MJI)	Organization Type: State Agency
Amount: \$34,940.00	Federal Funding Source: 405d
Local Expenditure (402 AND 164): N/A	GTS Code(s): B6CS-2025-ID-04-IG
Eligible Use of Funds (GTS Description): BIL 405d Impaired Driving Low Court Support	SIGMA Code(s): OHSPMJ
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: TBD
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Impaired driving-either alcohol or drug related-continues to be a significant factor in traffic crashes. According to UMTRI, in 2021, of the 1,068 fatal crashes that occurred in Michigan, 336 (31.5%) were alcohol-involved, and 259 (24.3%) were drug-involved, with at least one drugged operator, bicyclist, or pedestrian.

Alcohol-involved and drug-involved fatalities and fatalities where both drugs and alcohol are involved account for a disproportionate number of deaths on Michigan roads.

Traffic safety training will be provided to judges, magistrates, probation officers, and other members of the judiciary. Education on current traffic safety issues through training seminars, conferences and the publication will be provided to partners on relevant traffic safety topics. The Impaired Driving topics within the traffic adjudication manual are used by magistrates who need current information on statutes.

This project will provide speakers for MJI, Judicial, District Court Probation Officers, Magistrate’s, and other Associations’ annual conferences as well as new and experienced court personnel training workshops. Topics may include drunk and drugged driving, ignition interlock, medical and recreational marijuana, along with other impaired driving traffic safety issues. An attorney will provide research support and judicial bench book updates.

Funding will support contractual and supplies/operating costs.

**Project Activities:**

Activity 1: Identify and facilitate training opportunities for judicial staff in relevant impaired driving traffic safety related information. This will include supporting a contract attorney for research needs relevant

to impaired driving traffic safety related information and to update judicial bench books. It will also provide partial funding support for impaired driving training meals and facilities.

**Countermeasure Strategies:**

Impaired Driving Assessment, 2019, Section: Criminal Justice, Adjudication, Pages 60-61

# Impaired Driving (ID)

**Project Title: Sobriety Court Support**

**Project Agreement Number: 2025-ID-05-IG**

Subrecipient (Intended Grantee): Michigan Supreme Court State Court Administrative Office (SCAO)	Organization Type: State Agency
Amount: \$2,000,000.00	Federal Funding Source: 405d
Local Expenditure (402 AND 164): N/A	GTS Code(s): B6CS-2025-ID-05-IG
Eligible Use of Funds (GTS Description): BIL 405d Impaired Driving Low Court Support	SIGMA Code(s): OHSP
Program Income: Yes	Indirect Cost Rate: 11%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Allegan, Barry, Bay, Eaton, Genesee, Gratiot, Ingham, Ionia, Kalamazoo, Kent, Macomb, Ogemaw, Ottawa, Saginaw, Tuscola, Washtenaw, and Wayne counties	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The State Court Administrative Office (SCAO) (OHSP) grant project will support Driving While Impaired (DWI) and/or Hybrid DWI/Drug court programs that target impaired drivers.

Funding will support the following budget categories: Personnel – Salaries & Wages, Contractual Services, Travel, Supplies & Operating, and Indirect Costs

**Project Activities:**

Activity 1: Provide training opportunities and technical assistance, on-site and remotely, to all DWI and Hybrid DWI/Drug courts that receive OHSP funding by September 30, 2025.

Activity 2: Monitor operational progression by reviewing quarterly, annual, and bi-annual reports by September 30, 2025.

Activity 3: Review Michigan’s problem-solving court grant programs new arrests and convictions for participants who are active in a problem-solving court. Data on participants active in the OHSP-funded DWI or Hybrid DWI/Drug court programs during the fiscal year will be reviewed annually for rearrests and reconvictions while in the program, reporting percentages by September 30, 2025.

Activity 4: Provide training opportunities and technical assistance, on-site and remotely, to all DWI and Hybrid DWI/Drug courts that receive OHSP funding by September 30, 2025.

Activity 5: Provide training opportunities and technical assistance, on-site and remotely, to all DWI and Hybrid DWI/Drug courts that receive OHSP funding by September 30, 2025.

Activity 6: Monitor operational progress by reviewing quarterly, annual, and bi-annual reports by September 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Other Strategies for Behavior Change: DWI Courts, Pages 1-51 through 1-53

# Impaired Driving (ID)

**Project Title: Judicial Outreach Liaison**

**Project Agreement Number: 2025-ID-06-IG**

Subrecipient (Intended Grantee): Michigan Judicial Institute (MJI)	Organization Type: State Agency
Amount: \$43,605.83	Federal Funding Source: 405d FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): FDL*AL-2025-ID-06-IG
Eligible Use of Funds (GTS Description): BIL 405d (FLEX) Impaired Driving Low 402 Projects Impaired Driving	SIGMA Code(s): OHSPMJ
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Impaired driving-either alcohol or drug related-continues to be a significant factor in traffic crashes. According to UMTRI, in 2021, of the 1,068 fatal crashes that occurred in Michigan, 336 (31.5%) were alcohol-involved, and 259 (24.3%) were drug-involved, with at least one drugged operator, bicyclist, or pedestrian.

Alcohol-involved and drug-involved fatalities and fatalities where both drugs and alcohol are involved account for a disproportionate number of deaths on Michigan roads.

Training and technical assistance to address individual issues encountered by trial courts will be provided through the State Judicial Outreach Liaison (JOL)-a retired jurist familiar with impaired driving issues and adjudication. The JOL will provide training and educational materials to the judicial community on impaired driving issues, including ignition interlocks and medical/recreational marijuana. Funding will support contractual costs.

## **Project Activities:**

Activity 1: By September 30 of each fiscal year, this project provides training for up to 500 judges and judicial branch staff and individual technical assistance to trial courts through a State Judicial Outreach Liaison.

## **Countermeasure Strategies:**

Impaired Driving Assessment: Impaired Driving Program Assessment: 2019, Criminal Justice, Adjudication, Pages 60-61

# Impaired Driving (ID)

**Project Title: Ford Driving Skills for Life (DSFL) Impaired Driving Station**

**Project Agreement Number: 2025-ID-07-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$52,360.52	Federal Funding Source: 405d FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): FDL*AL-2025-ID-07-OH
Eligible Use of Funds (GTS Description): BIL 405d (FLEX) Impaired Driving Low 402 Projects Impaired Driving	SIGMA Code(s): 453450
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide (TBD)	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The MSP Impaired Driving Action Team (IMPACT) and/or Community Service Troopers will work with teen drivers and their parents to educate them on the dangers of impaired driving during Ford's Driving Skills for Life (DSFL) hands-on event(s).

Funding will support overtime personnel, travel, and indirect costs.

## **Project Activities:**

Activity 1: The OHSP will secure MSP Community Service Troopers or Impaired Driving Action Team Troopers to work the Impaired Driving Station at the Strive for a Safe Drive Event(s).

Activity 2: The OHSP will provide pre- and post-questions to event coordinators to be completed at the impaired driving station.

Activity3: The OHSP will attend the event(s) to oversee the impaired driving station and gain immediate feedback from Troopers, event staff, and participants.

## **Countermeasure Strategies:**

2019 Impaired Driving Assessment: Section B: Community-Based Programs, B-1: Schools, Recommendation: Provide support for school-based/evidence-based prevention programs pg. 39.

# Impaired Driving (ID)

**Project Title: Treatment Court Professional Training and Resources Support**

**Project Agreement Number: 2025-ID-08-00**

Subrecipient (Intended Grantee): Michigan Association of Drug Court Professionals (MADCP)	Organization Type:
Amount: \$47,991.00	Federal Funding Source: 405d
Local Expenditure (402 AND 164): N/A	GTS Code(s): B6CS-2025-ID-08-00
Eligible Use of Funds (GTS Description): BIL 405d Impaired Driving Low Court Support	SIGMA Code(s): 454400
Program Income: Yes, amount TBD	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The Michigan Association of Treatment Court Professionals (MATCP) is seeking grant funding for training & resources for Michigan treatment courts, specifically drug & sobriety courts.

The goal of MATCP's education efforts is to help reduce recidivism rates through training of treatment court judges and treatment court team members, as a trained workforce results in better outcomes for Sobriety & Drug Court participants.

TRAINING: The MATCP has been hosting annual trainings for treatment court professionals since 1999 and became a nonprofit

501c4 in 2002. Since that time, they have expanded the education efforts beyond an Annual Conference to include trainings in the Upper Peninsula (U.P.) and Regional Trainings across the state. In addition, MATCP would like to attend national conferences to seek content to bring back to Michigan.

RESOURCES: The MATCP is seeking to update its MATCP Toolkits, Benchcards, Member Resources, and social media campaigns.

Funding will support the following budget categories: Contractual Services, Travel, and Supplies & Operating

## **Project Activities:**

Activity 1: The three national conferences of interest are All Rise (scheduled July 2025 in Orlando, FL), Lifesavers Conference on Road Safety (scheduled March 9–11, 2025 • Long Beach Convention Center • Long Beach, CA), and the Rx and Illicit Drug Summit (generally scheduled April in Atlanta, GA).

Activity 2: Post for a short-term 0.5 FTE independent contractor to create/update MATCP Toolkits (e.g. Treatment Court Month in May; Impaired Driving Month in December), Benchcards, Member Resources, and ongoing social media campaigns by September 30, 2025.

Activity 3: Identify and contract with speakers to present at the Annual Conference by December 1, 2024, and Regional Trainings, and Upper Peninsula Training by May 1, 2024.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 2 Drug-Impaired Driving - Other Strategies for Behavior Change: Education Regarding Medications, Pages 2-18 and 2-19



# Impaired Driving (ID)

**Project Title: Drug Recognition Expert (DRE) Callout Overtime**

**Project Agreement Number: 2025-ID-09-IG**

Subrecipient (Intended Grantee): Michigan State Police - PDB	Organization Type: State Agency
Amount: \$31,241.44	Federal Funding Source: 405d
Local Expenditure (402 AND 164): N/A	GTS Code(s): B6PEM-2025-ID-09-IG
Eligible Use of Funds (GTS Description): BIL 405d Impaired Driving Low Media/ID training/Enf Related exp.	SIGMA Code(s): 481001
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

To pay DREs, both state and local, to respond to the need for a DRE on up to 4 hours of overtime.

Funding will support the following budget categories: Personnel – Overtime, Contractual Services, and Indirect Costs

## **Project Activities:**

Activity 1: This project will provide up to four hours of overtime reimbursement to agencies allowing their off-duty DRE to respond to a request for a DRE and submit the appropriate supporting documentation by September 30, 2025

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 2 Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 and 2-17

# Impaired Driving (ID)

**Project Title: Drug Recognition Expert (DRE) Out of State Travel**

**Project Agreement Number: 2025-ID-10-IG**

Subrecipient (Intended Grantee): Michigan State Police - PDB	Organization Type: State Agency
Amount: \$26,420.00	Federal Funding Source: 405d
Local Expenditure (402 AND 164): N/A	GTS Code(s): B6PEM-2025-ID-10-IG
Eligible Use of Funds (GTS Description): BIL 405d Impaired Driving Low Media/ID training/Enf Related exp.	SIGMA Code(s): 481002
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: TBD
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

DRE Instructors are a resource for all DREs in the State of Michigan. They are relied on to provide expert advice to the DREs and the prosecutors, and to testify in court in post-incident reviews (re-construction). This grant is to send up to 10 DREs to the IACP Impaired Driving and Traffic Safety Conference. Those instructors will be expected to bring the knowledge they gained back to Michigan to share with DREs at the Michigan DRE conference, and DRE schools, as well as all other police officers that they train in ARIDE and SFSTs.

Funding will support the following budget categories: Travel and Supplies & Operating

## **Project Activities:**

Activity 1: Select and reimburse registration and travel costs for up to 12 DRE instructors and or active certified DREs on a rotating basis to attend the 2024 Impaired Driving and Traffic Safety Conference by September 30, 2025

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 2 Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 and 2-17

# Impaired Driving (ID)

**Project Title: 2025 Michigan DRE Conference**

**Project Agreement Number: 2025-ID-12-IG**

Subrecipient (Intended Grantee): Michigan State Police - PDB	Organization Type: State Agency
Amount: \$19,800.00	Federal Funding Source: 405d
Local Expenditure (402 AND 164): N/A	GTS Code(s): B6PEM-2025-ID-12-IG
Eligible Use of Funds (GTS Description): BIL 405d Impaired Driving Low Media/ID training/Enf Related exp.	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: TBD
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The 2nd annual Michigan DRE Conference will be held in FY25. It is one day and replaces the pre-COVID one day DRE continuing education. It will be open to all Michigan DREs. It will include presentations by MSP DRE instructors, and possibly one outside instructor.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Hold a 1-day conference for all DREs in Michigan.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 2 Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 and 2-17

# Impaired Driving (ID)

**Project Title: Michigan State Police, Community Service Trooper Impaired Equipment Support**

**Project Agreement Number: 2025-ID-13-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$87,549.00	Federal Funding Source: 405d
Local Expenditure (402 AND 164): N/A	GTS Code(s): M6OT-2025-ID-13-OH
Eligible Use of Funds (GTS Description): BIL 405d Impaired Driving Low Other Based on Problem ID	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: Impaired Driving Simulators (with portability case, including shipping and handling) [one per District]: \$84,000.00	NHTSA Equipment Approval Date: TBD
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Equipment purchased through the OHSP funding approximately 15 years ago has reached a need for replacement. Driving simulators have broken and been fixed numerous times, outliving their warranty, or have reached a point of no repair option. Alcohol goggles are showing severe wear making use difficult if not impossible with students. This project will support the purchase of Impaired Driving Simulators and impaired goggles for Michigan State Police Community Service Troopers to use at various events. The intent is to assign one (1) simulator and twenty-one (21) alcohol-impaired goggles (three [3] to each MSP District) to support the growing need for up-to-date and usable equipment for Community Service Troopers.

Simulators - (7 districts x 1 simulators each x \$12,000 per simulator)

Alcohol Impaired Goggles - (7 districts x 3 goggles each x \$159 per goggle [discounted for quantity] plus S&H \$150)

Funding will support the following budget categories: Supplies & Operating and Equipment

**Project Activities:**

Activity 1: Complete the RFP document for 16 impaired simulators by October 31, 2024.

Activity 2: Route for review and complete approvals by December 15, 2024.

Activity 3: Post the RFP and share with appropriate companies by December 31, 2024.

Activity 4: Purchase and assign the 16 Impaired simulators to each MSP District by July 1, 2025.

Activity 5: Create a tracking document to monitor usage by the CSTs by July 1, 2025.

**Countermeasure Strategies:**

Impaired Driving Assessment: Impaired Driving Program Assessment: 2019, Prevention, Community-Based Programs, Page 39

## Motorcyclist Safety (MC) Summary

Michigan is not classified as a state in the lowest 25 percent of all States for motorcycle deaths per 10,000 motorcycle registrations.

None of the following projects will be used to meet the requirements of Section 1300.41(a) (Promise Projects).

Order of Projects for MC by project number:

- Motorcyclist RiderCoach Professional Development 2025-MC-01-IG
- Motorcyclist Rider Training 2025-MC-02-IG
- Motorcyclist Range Aides 2025-MC-03-IG
- Shadow Rider Project Operating 2025-MC-04-OH
- Motorcyclist RiderCoach Conference 2025-MC-05-IG

<i>MC</i>		<i>Motorcyclist Safety</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
M11MP- Motorcyclist Programs	2025-MC-01-IG 2025-MC-02-IG	BIL 405f Motorcycle Programs	\$166,000.00
M11MI-Motorcyclist Instructors	2025-MC-03-IG 2025-MC-05-IG	BIL 405f Motorcycle Programs	\$49,890.00
MC-Motorcycle Safety	2025-MC-04-OH	BIL NHTSA 402	\$20,000.00
<b>LOCAL CONTRIBUTION</b>			\$0
<b>MC Program Area Total</b>			\$235,890.00

# Motorcyclist Safety (MC)

**Project Title: Motorcyclist RiderCoach Professional Development**

**Project Agreement Number: 2025-MC-01-IG**

Subrecipient (Intended Grantee): Michigan Department of State	Organization Type: State Agency
Amount: \$114,000.00	Federal Funding Source: 405f
Local Expenditure (402 AND 164): N/A	GTS Code(s): M11MP-2025-MC-01-IG
Eligible Use of Funds (GTS Description): BIL 405f Motorcycle Programs Motorcyclist Programs	SIGMA Code(s): TBD (provided by grantee)
Program Income: Yes, amount TBD	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Michigan Department of State will work with Motorcycle Safety Foundation certified organizations and RiderCoach Trainers to provide six professional development trainings to become certified Michigan RiderCoaches through Basic RiderCoach Preparation (BRC-RCP) courses, Advanced RiderCoach Preparation (ARC-RCP) courses, and three Wheel Basic Rider Course RiderCoach Preparation (3WBRC-RCP). This allows for training new RiderCoaches entering the profession and existing RiderCoaches to remain current in the required curriculum and best practices for motorcycle rider education.

Funding will support the following budget categories: Contractual Services

**Project Activities:**

- Activity 1: Conduct two BRC RiderCoach Preparation Courses (RCPs) through the Schoolcraft College – Detroit Metro Consortium public training sponsor by September 30, 2025.
- Activity 2: Conduct two BRC-RCPs through Grand Rapids Community College public training sponsor by September 30, 2025.
- Activity 3: Conduct one BRC-RCP in Northern Michigan through Grand Rapids Community College public training sponsor to provide training to underrepresented communities by September 30, 2025.
- Activity 4: Conduct one ARC-RCP through Grand Rapids Community College public training sponsor by September 30, 2025.
- Activity 5: Conduct one 3WBRC-RCP through Schoolcraft College public training sponsor by September 30, 2025.
- Activity 6: Utilize Be Crash Free RCP PreCourse for instructing Candidates and preparing them for becoming RiderCoaches by September 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 6 Motorcycle Safety - Other Strategies for Behavior Change: Motorcycle Rider Training, Pages 6-17 and 6-18



# Motorcyclist Safety (MC)

**Project Title: Motorcycle Rider Training**

**Project Agreement Number: 2025-MC-02-IG**

Subrecipient (Intended Grantee): Michigan Department of State	Organization Type: State Agency
Amount: \$52,000.00	Federal Funding Source: 405f
Local Expenditure (402 AND 164): N/A	GTS Code(s): M11MP-2025-MC-02-IG
Eligible Use of Funds (GTS Description): BIL 405f Motorcycle Programs Motorcyclist Programs	SIGMA Code(s): TBD
Program Income: Yes, amount TBD	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Michigan Department of State (MDOS) will work with Motorcycle Safety Foundation-certified organizations and RiderCoaches to conduct Advanced RiderCourse (ARC) classes in Wayne, Oakland, Macomb, Washtenaw, and Kent counties during the summer months. Funding will support contractual costs.

Funding will support the following budget categories: Contractual Services

**Project Activities:**

Activity 1: Conduct 8 ARCs through the Schoolcraft College – Detroit Metro Consortium public training sponsor in Wayne, Oakland, and Macomb counties by September 30, 2025.

Activity 2: Conduct 3 ARCs through the Grand Rapids Community College public training sponsor in Kent County by September 30, 2025.

Activity 3: Conduct 4 ARCs through the Washtenaw Community College public training sponsor in Washtenaw County by September 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 6 Motorcycle Safety - Other Strategies for Behavior Change: Motorcycle Rider Training, Pages 6-17 and 6-18

# Motorcyclist Safety (MC)

**Project Title: Motorcyclist Range Aides**

**Project Agreement Number: 2025-MC-03-IG**

Subrecipient (Intended Grantee): Michigan Department of State	Organization Type: State Agency
Amount: \$15,000.00	Federal Funding Source: 405f
Local Expenditure (402 AND 164): N/A	GTS Code(s): M11MI-2025-MC-03-IG
Eligible Use of Funds (GTS Description): BIL 405f Motorcycle Programs Motorcyclist Instructors	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The MDOS will work with Motorcycle Safety Foundation certified organizations and RiderCoaches to hire three individuals through public sponsors in a motorcycle range aide internship program.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Coordinate six range aide paid internships through public training sponsors by September 30, 2025.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 6 Motorcycle Safety - Other Strategies for Behavior Change: Motorcycle Rider Training, Pages 6-17 and 6-18

# Motorcyclist Safety (MC)

**Project Title: Shadow Rider Postcard (Project Operating)**

**Project Agreement Number: 2025-MC-04-OH**

Subrecipient (Intended Grantee): Michigan State Police - OHSP	Organization Type: State Agency
Amount: \$20,000.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): MC-2025-MC-04-OH
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Motorcycle Safety	SIGMA Code(s): 452130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The OHSP will contact unendorsed operators of a registered motorcycle through a direct mail campaign to promote training course availability.

Funding will support the following budget categories: Supplies & Operating

## **Project Activities:**

Activity 1: Conduct a postcard mailing to unendorsed Michigan motorcyclists, which should mail mid-February to arrive late February or early March by March 31, 2025.

Activity2: Work with MDOS for mailing list.

Activity 3: Look into a unique design of the postcard to attract attention, such as die-cut or an unusual size, depending on cost.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 6 Motorcycle Safety - Other Strategies for Behavior Change: Motorcycle Rider Training, Pages 6-17 and 6-18

# Motorcyclist Safety (MC)

**Project Title: Motorcyclist RiderCoach Conference**

**Project Agreement Number: 2025-MC-05-IG**

Subrecipient (Intended Grantee): Michigan Department of State	Organization Type: State Agency
Amount: \$34,890.00	Federal Funding Source: 405f
Local Expenditure (402 AND 164): N/A	GTS Code(s): M11MI-2025-MC-05-IG
Eligible Use of Funds (GTS Description): BIL 405f Motorcycle Programs Motorcyclist Instructors	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: TBD	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Michigan OHSP will coordinate with the MDOS to hold a statewide RiderCoach conference in October 2024. The conference will provide continuing education for RiderCoaches required for recertification every two years.

Funding will support the following budget categories: Contractual Services and Indirect Costs

**Project Activities:**

Activity 1: Conduct one day of conference discussions and meetings by September 30, 2025.

Activity 2: Conduct one day of motorcycle range riding and motor skills improvement by September 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 6 Motorcycle Safety - Other Strategies for Behavior Change: Motorcycle Rider Training, Pages 6-17 and 6-18

# Occupant Protection (OP) Summary

Michigan is classified as a high use belt rate state for 405b funds.

None of the following projects will be used to meet the requirements of Section 1300.41(a) (Promise Projects).

Order of Projects for OP by project number:

- Seat Belt and Handheld Device Direct Observation Survey 2025-OP-01-00
- Community Car Seat Distribution 2025-OP-02-OH
- 4-H Youth Education Safety Belt Program 2025-OP-04-00
- Child Passenger Safety Training and Recertification 2025-OP-05-OH

<i><b>OP</b></i>		<i><b>Occupant Protection</b></i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
M1OP-405b High OP Information System	2025-OP-01-00	BIL 405b OP High	\$119,997.63
B1CPS_US- 405b High Underserved CPS Programs	2025-OP-02-OH 2025-OP-05-OH	BIL 405b OP High	\$560,000.00
M1*TSP- 405b High Teen Safety Program	2025-OP-04-00	BIL 405b OP High FLEX (other 402 type purposes)	\$119,999.99
<b>LOCAL CONTRIBUTION</b>			\$0
<b>OP Program Area Total</b>			\$799,997.62

# Occupant Protection (OP)

**Project Title: Seat Belt and Handheld Device Direct Observation Survey**

**Project Agreement Number: 2025-OP-01-00**

Subrecipient (Intended Grantee): Michigan State University	Organization Type: Educational Institute
Amount: \$119,997.63	Federal Funding Source: 405b
Local Expenditure (402 AND 164): N/A	GTS Code(s): M1OP-2025-OP-01-00
Eligible Use of Funds (GTS Description): BIL 405b OP High OP Information System	SIGMA Code(s): 454300
Program Income: No	Indirect Cost Rate: 26%, Override \$23,486.37
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

This study will perform a roadside direct observation survey of safety belt use by front seat occupants along with cell phone use by drivers at 200 NHTSA-approved survey sites throughout Michigan following the Click It or Ticket (CIOT) enforcement campaign. This data will be utilized to compute the safety belt use rate and driver hand-held device use rate and estimated variances, which will be provided to the OHSP and NHTSA. These same data will also be collected across all 83 counties of Michigan, with the use rates and estimated variances reported directly to the OHSP. Graphical support tools that represent the safety belt and cell phone use rates statewide will be provided to the OHSP.

Funding will support the following budget categories: Personnel – Salaries & Wages, Contractual Services, Travel, Supplies & Operating, and Indirect Costs

## **Project Activities:**

Activity 1: Compliance with Federal Criteria by December 31, 2024

All methods utilized as part of the FY2025 survey will comply with the federal criteria outlined in 76 FR 18042 – “Uniform Criteria for State Observational Surveys of Seat Belt Use.” The most recent re-sampling of observation sites for the State of Michigan was performed in FY2023 for use in the FY2023 through FY2027 safety belt surveys. Thus, the FY2024 survey will use the 200 observation sites approved by the NHTSA in FY2023.

Activity 2: Provide Methodology and Survey Sites by March 10, 2025

All final documents, including survey site selections, sampling plan, expected sample sizes and confidence intervals, and specific collection/observation sites as well as back-up sites and schedules will be provided to OHSP by March 10, 2025.

### Activity 3: Train Project Staff by May 26, 2025

The training sessions will be conducted during April or May 2025 with field training continuing thereafter until the post- CIOT direct observation survey that begins on Tuesday, May 27, 2025. Each member of the data collection team will meet reliability and repeatability standards in their field collection tests prior to being deployed for the data collection for this project. Training sessions for the seat belt direct observation survey must be completed by May 26, 2025.

### Activity 4: Perform Post-CIOT Survey and Provide Preliminary Use Rates by July 9, 2025

The post-CIOT direct observation surveys of safety belt use by front seat occupants will occur between May 27, 2025, and June 16, 2025. The preliminary seat belt use rate will be provided to the OHSP in the format required by the NHTSA by July 9, 2025.

### Activity 5: Submit First Draft Report (Post-CIOT Survey) and Report Requirements by July 31, 2025

A draft report for the post-CIOT observation survey will be prepared according to the OHSP reporting requirements in the request for proposal. The first draft report will be submitted in electronic format to the OHSP by July 31, 2025.

### Activity 6: Perform Surveys in Remaining Michigan Counties by September 15, 2025

The FY2025 survey will include locations within the remaining counties that were not included in the NHTSA survey, utilizing the sites utilized during the statewide surveys performed in 2017, 2021, 2022, 2023, and 2024. The overall 83-county belt use and hand-held device use data collection will be completed by September 1, 2025, with overall 83-county usage rates provided to the OHSP by September 8, 2025. County-by-county comparisons of belt use and hand-held device use trends between the 2017, 2021, 2022, 2023, and 2024 83-county surveys will also be performed and spreadsheet comparisons and infographic of seat belt use rates by county will be provided to the OHSP by September 15, 2025.

### Activity 7: Submit Final Report September 25, 2025

A final report will be prepared and submitted based upon the feedback received from the OHSP on the previously submitted draft reports. The final report will include documentation of all grant activities, including details on the project methodology, data collection, quality control, statistical analysis, seat belt use rates, and driver mobile device use rates. The final report will be submitted to the OHSP by September 25, 2025.

### **Countermeasure Strategies:**

#### Occupant Protection Assessment, 2018

This study will perform a roadside direct observation survey of safety belt use by front seat occupants along with cell phone use by drivers at 200 NHTSA-approved survey sites throughout Michigan following the click-it-or-ticket (CIOT) enforcement campaign. This project fulfills the NHTSA-Required Annual Seat Belt Direct Observation Survey (Federal § 23 Part Code of Federal Regulations (CFR) 1340)

# Occupant Protection (OP)

**Project Title: Community Car Seat Distribution Program**

**Project Agreement Number: 2025-OP-02-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$300,000.00	Federal Funding Source: 405b
Local Expenditure (402 AND 164): N/A	GTS Code(s): B1CPS_US-2025-OP-02-OH
Eligible Use of Funds (GTS Description): BIL 405b OP High Underserved CPS Programs	SIGMA Code(s): 453380
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide with a focus on the top twelve counties with unrestrained fatal and suspected serious injury crashes: Wayne, Washtenaw, Genesee, Kalamazoo, Oakland, St. Clair, Ottawa, Calhoun, Cass, Ingham, Ionia, and Shiawassee	At Risk/Underserved Community and Which Community (PP&E): Bay, Berrien, Calhoun, Eaton, Genesee, Ingham, Isabella, Kalamazoo, Kent, Monroe, Muskegon, Oakland, Saginaw, St. Joseph, Washtenaw, and Wayne counties

**Project Description (MGX Project Summary):**

Car seat distribution will be focused on the top twelve counties with unrestrained fatal and suspected serious injury crashes for children ages seven and under. These counties include Wayne, Washtenaw, Genesee, Kalamazoo, Oakland, St. Clair, Ottawa, Calhoun, Cass, Ingham, Ionia, and Shiawassee. Additional counties will be added or considered based on need, resources, or specific programming (such as diverse populations, rural, etc.). By offering free car seats to eligible low-income families or caregivers, the OHSP is reaching high-risk populations and providing this service to families and caregivers statewide.

Funding will support the following budget categories: Contractual Services

**Project Activities:**

Activity 1: Provide 2,700 car seats to low-income families that meet the qualifying screening requirements by September 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 3 Seat Belts and Child Restraints - Other Strategies for Behavior Change: Programs for Increasing Child Restraint and Booster Seat Use, Page 3-31 and 3-32



# Occupant Protection (OP)

**Project Title: 4-H Youth Education Safety Belt Program**

**Project Agreement Number: 2025-OP-04-00**

Subrecipient (Intended Grantee): Michigan State University	Organization Type: Educational Institute
Amount: \$119,999.99	Federal Funding Source: 405b FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): M1*TSP-2025-OP-04-OH
Eligible Use of Funds (GTS Description): BIL 405b (FLEX) OP High 402 Projects Teen Safety Program	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: 26%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Wayne County	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The objective of the 4-H Youth Education Safety Belt Program is to educate youths in Wayne County about the importance of using safety belts while driving and riding in a motor vehicle. This educational programming will be conducted through the Michigan State University Extension 4-H program and partners, emphasizing the significance of safety belt utilization. Through targeted educational programs and strategic partnerships, the goal is to create a culture of responsible and consistent safety belt use among middle school and high school aged youths and evaluate their change in knowledge. By providing in-depth knowledge about the potential risks and consequences associated with not using safety belts and distracted driving, young individuals will be empowered to make informed and responsible decisions when it comes to road safety, encourage them to be role models for their communities. The program will serve as a pilot that can be replicated in other counties in the future.

Funding will support the following budget categories: Personnel – Salaries & Wages, Contractual Services, Travel, Supplies & Operating, and Indirect Costs

## **Project Activities:**

Activity 1: Specific: Post at least once a week on MSU Extension's and Wayne County Extension's social media platforms, highlighting safety belt and distracted driving statistics, tips, and consequences. Youth-created PSAs will be highlighted. Additionally, three 30-second educational advertisements will be created and broadcast over the grant year.

Measurable: Success will be measured by increased engagement on social media, growth in partnership opportunities, and the reach of Spotify promotions and educational advertisements.

Achievable: Posting weekly, promoting on Spotify, and creating advertisements are feasible actions that align with the outlined objectives and resources.

Relevant: The goal aligns with the mission of promoting safety belt use and awareness of distracted driving, leveraging social media and advertisements for effective outreach.

Time-bound: The goal will be achieved within the one-year grant timeframe, with weekly posts, three 30-second Spotify promotions, and advertisement creation ongoing throughout the period.

### **Countermeasure Strategies:**

Innovative Countermeasure: Michigan 4-H has existing partnerships with numerous schools and youth development organizations across Wayne County, including Detroit Public Schools Community District, Detroit Partnership for Learning, and Innovation (DPFLI), Taylor Community Library, Redford Township District Library, Wayne County Farm Bureau, Brilliant Detroit, and Phoenix Detroit. With a comprehensive strategy for implementing the 4-H Youth Education Safety Belt Program is grounded in leveraging these partnerships to initiate the program effectively. By building on partnerships with organizations that align with the outlined goals, this will create a more expansive and inclusive initiative.

The goal is to raise awareness of the dangers of not using safety belts by collaborating with local law enforcement. Officers will be invited to speak and provide valuable insights on the consequences and risks, while also providing hands-on demonstrations as part of this initiative.

The strategy involves utilizing the expansive reach of MSU Extension's social media platforms to highlight 4-H Safety Belt Programming. By tagging current partners, the aim is to not only enhance awareness but also utilize these platforms as recruitment tools for creating new partnerships. To broaden outreach, this programming will be promoted on Spotify, seeking to engage and build relationships with new collaborators through advertising. This multifaceted approach highlights the dedication to diverse, impactful outreach and the continuous development of meaningful partnerships.

The educational approach involves the implementation of hands-on educational programs that are engaging, informative, and meet the needs of middle school and high school youths in Wayne County. The importance of fostering a sense of responsibility and understanding among the youth population, as they play a pivotal role in influencing positive behavioral change within their families, friends, and community is acknowledged. While Wayne County will serve as the primary pilot site, there is an opportunity to deliver programming through 4-H Program Coordinators and AmeriCorps members located around the state. The staff are dedicated to youth wellness and can incorporate healthy decision-making activities related to seat belt safety into their efforts.

The model consists of two tracks. One track will engage youth in four to five educational sessions focused on safety belt education and decision-making skills. The curriculum for these sessions will be developed by February 2025. The second track involves providing one-time educational activities where youth are already gathered. Existing curriculum can be adapted and used throughout fall 2024 for the one-time educational activities. Combined, these efforts will reach a minimum of 800 youth.

To provide year-round accessibility and engagement, providing programming in a variety of ways is paramount to these communities and the youth that live here. Virtual programming, 4-H face to face special interest (SPIN) clubs, and integration into existing 4-H and other local youth programs, camps and school programs will all be offered to ensure educational programs will be available regardless of the season and allow participants to connect with the program from their homes or community spaces. This

approach not only accommodates diverse schedules and preferences but also ensures inclusivity, reaching individuals who may face barriers to in-person participation. By embracing virtual programming and sustaining 4-H SPIN clubs throughout the year, the goal is to create a continuous and inclusive learning environment for all interested participants.

Throughout the academic year, spanning from August to June, the focus on 4-H Youth Education Safety Belt Program will be targeted engagement with various educational settings. This includes public and home-school, as well as after-school programs. These educational environments provide a captive audience, allowing consistent participation in the programming. This strategic approach ensures a sustained and meaningful interaction with the youths, contributing to their overall road safety awareness.

In the summer months, the approach to the 4-H Youth Education Safety Belt Program will adapt to reach a broader audience by collaborating with community partners also engaged in youth education during out-of-school time. Programming will extend to summer camps, 4-H camps, residential camps, and faith-based organizations. These varied settings offer unique opportunities to engage with youth outside the traditional academic environment, fostering road safety awareness and education in inclusive and dynamic settings.

This program addresses Core Performance Measures: C-4 Reduce unrestrained passenger vehicle occupant fatalities, all positions and B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants.

# Occupant Protection (OP)

**Project Title: Child Passenger Safety Training and Recertification**

**Project Agreement Number: 2025-OP-05-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$260,000.00	Federal Funding Source: 405b
Local Expenditure (402 AND 164): N/A	GTS Code(s): B1CPS_US-2025-OP-05-OH
Eligible Use of Funds (GTS Description): BIL 405b OP High Underserved CPS Programs	SIGMA Code(s): 453200
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Berrien, Cass, Ottawa, Roscommon, Wayne, Macomb, Marquette, Kent, Washtenaw, Muskegon, Oakland, Sault Ste. Marie, Chippewa, and Grand Traverse counties	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The Child Passenger Safety (CPS) trainings will focus on targeting those who work with diverse populations and front-line service providers who work with families in need. The OHSP will continue to support CPS technician (CPST) certification, continuing education units (CEU), renewal trainings, and a statewide conference with a focus on the 20 counties with the largest unrestrained fatal and suspected serious injury (KA) crashes of children ages ten and younger. These counties include, but are not limited to, Wayne, Oakland, Washtenaw, Kalamazoo, Calhoun, Genesee, Macomb, St. Clair, Ingham, Ionia, Ottawa, Antrim, Cass, Dickinson, Eaton, Kalkaska, Kent, Monroe, Montcalm, Muskegon, and Shiawassee. Travel scholarships may also be provided for CPST candidates working in low-technician (three or less) counties.

Funding will support the following budget categories: Contractual Services and Supplies & Operating

## **Project Activities:**

Activity 1: Distribute the CPS training request for proposal by December 2, 2024.

Activity 2: Award at least three renewal and CEU contracts to project directors by January 13, 2025.

Activity 3: Conduct at least three renewal courses and CEU workshops between March 1 and September 12, 2025.

Activity 4: Hold a statewide CPS Conference by August 31, 2025.

Activity 5: Share continuing education credit options throughout the fiscal year with technicians and instructors as received from Safe Kids Worldwide and other participating agencies.

**Countermeasure Strategies:**

Occupant Protection Assessment, 2018, Section: 5 (Occupant Protection for Children; 5C (Recommendations), Page 26

Recommendation and Citation: “Assure that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers

# Paid Media (PM) Summary

None of the following projects will be used to meet the requirements of Section 1300.41(a) (Promise Projects).

Order of Projects for PM by project number:

- Strategic Counsel 2025-PM-01-OH
- Seat Belt Use Awareness Paid Media 2025-PM-02-OH
- Distracted-Driving Awareness Paid Media 2025-PM-03-OH
- Teen Traffic Safety Paid Media 2025-PM-04-OH
- Speed Mobilization Paid Media 2025-PM-05-OH
- Impaired-Driving Awareness Paid Media 2025-PM-06-OH
- Michigan State Police (MSP) Third District Impaired Driving Action Team (IMPACT) Paid Media Campaign 2025-PM-07-OH
- Winter Safe Driving Paid Media 2025-PM-08-OH
- Click It or Ticket (CIOT) Mobilization Paid Media 2025-PM-09-OH
- RiderCoach Recruitment Paid Media 2025-PM-10-OH
- Drive Sober or Get Pulled Over (DSOGPO) Mobilization Paid Media 2025-PM-11-OH
- Booster Seat Paid Media 2025-PM-12-OH
- Shadow Rider Paid Media 2025-PM-13-OH
- Statewide Bicyclist Education Paid Media 2025-PM-15-OH
- Statewide Pedestrian Education Paid Media 2025-PM-16-OH
- Impaired Motorcyclist Prevention Campaign 2024-PM-17-OH
- Speeding Awareness Paid Media 2025-PM-18-OH
- Distracted-Driving Mobilization Paid Media 2025-PM-19-OH
- Preventing Roadside Deaths Paid Media 2025-PM-20-OH
- Amish Community Safety Awareness Paid Media 2025-PM-21-OH

<i>PM</i>		<i>Paid Media</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
FDL*PM-405d Low Paid Advertising	2025-PM-01-OH 2025-PM-03-OH 2025-PM-04-OH 2025-PM-19-OH	BIL 405d FLEX (other 402 type purposes)	\$990,000.00
PM-Paid Advertising	2025-PM-02-OH 2025-PM-05-OH 2025-PM-08-OH 2025-PM-13-OH 2025-PM-18-OH	BIL NHTSA 402	\$1,557,000.00
M6OT-405d Low Other Based on Problem ID	2025-PM-06-OH 2025-PM-17-OH	BIL 405d Impaired Driving Low	\$1,400,000.00
B6PEM- 405d Low Media/ID	2025-PM-07-OH 2025-PM-11-OH	BIL 405d Impaired Driving Low	\$650,000.00

training/Enf Related exp.			
M1HVE- 405b High HVE	2025-PM-09-OH	BIL 405b OP High	\$250,000.00
M11MI- 405f Motorcyclist Instructors	2025-PM-10-OH	BIL 405f Motorcycle Programs	\$75,000.00
M1PE- 405b High Public Education	2025-PM-12-OH	BIL 405b OP High	\$500,000.00
BGPE- 405g Public Education	2025-PM-15-OH 2025-PM-16-OH 2025-PM-21-OH	BIL 405g Nonmotorized Safety	\$597,500.00
M12BPE- 405h Public Education	2025-PM-20-OH	BIL 405h Preventing Roadside Deaths	\$100,000.00
<b>LOCAL CONTRIBUTION</b>			\$0
<b>PM Program Area Total</b>			<b>\$6,119,500.00</b>

# Paid Media (PM)

**Project Title: Strategic Counsel**

**Project Agreement Number: 2025-PM-01-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$90,000.00	Federal Funding Source: 405d FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): FDL*PM-2025-PM-01-OH
Eligible Use of Funds (GTS Description): BIL 405d (FLEX) Impaired Driving Low 402 Projects Paid Advertising	SIGMA Code(s): 452500
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Oakland County	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

For communications campaigns, the OHSP provides a retainer fee to utilize the services of a professional marketing and advertising firm to conduct research, develop creative concepts, finish campaign assets, and plan and place paid media with Brogan & Partners and its subcontractors.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Conduct research, develop creative concepts, finish campaign assets, and plan and place paid media.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 3 Seat Belts and Child Restraints - Other Strategies for Behavior Change: Programs for Increasing Child Restraint and Booster Seat Use, Page 3-31 and 3-32



# Paid Media (PM)

**Project Title: Seat Belt Use Awareness Paid Media**

**Project Agreement Number: 2025-PM-02-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$500,000.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): PM-2025-PM-02-OH
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Paid Advertising	SIGMA Code(s): 452460
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Paid media will be used to improve public awareness and knowledge about seat belt use.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages that educate and alert the public about seat belt use.

Activity 2: Target will be statewide with an emphasis on males aged 16 to 54.

Activity 3: Campaign will target low seat belt use counties.

Activity 4: Campaign will run October to November and June to September.

Activity 5: Create a sub campaign using \$100,000 of the budget to publicize Buckle Up in Your Truck. Sub campaign will target male pickup drivers aged 16 to 29 and will run December to April.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 3 Seat Belts and Child Restraints - Other Strategies for Behavior Change: Enforcement-Based Communication Strategies for Low-Belt-Use Groups, Pages 3-22 through 3-25

# Paid Media (PM)

**Project Title:** Distracted-Driving Awareness Paid Media

**Project Agreement Number:** 2025-PM-03-OH

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$500,000.00	Federal Funding Source: 405d FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): FDL*PM-2025-PM-03-OH
Eligible Use of Funds (GTS Description): BIL 405d (FLEX) Impaired Driving Low 402 Projects Paid Advertising	SIGMA Code(s): 452412
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: NN/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Paid media will be used to improve public awareness and knowledge about the dangers of distracted driving.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages that educate and alert the public about the dangers of distracted driving.

Activity 2: Target will be statewide with an emphasis on both males and females aged 16 to 44.

Activity 3: Campaign will also target counties with high-crash data.

Activity 4: Campaign will run October and May to September.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 5 Distracted Driving - Legislation and Licensing: Cell Phone Laws, Pages 5-11 through 5-13

# Paid Media (PM)

**Project Title:** Teen Traffic Safety Paid Media

**Project Agreement Number:** 2025-PM-04-OH

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$200,000.00	Federal Funding Source: 405d FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): FDL*PM-2025-PM-04-OH
Eligible Use of Funds (GTS Description): BIL 405d (FLEX) Impaired Driving Low 402 Projects Paid Advertising	SIGMA Code(s): 452328
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Paid media messages will be distributed to alert parents of teens about the dangers of teens speeding while driving. Messaging will occur at strategic times, most notably during the month of October to coincide with National Teen Driver Safety Week.

Funding will support the following budget categories: Contractual Services.

**Project Activities:**

Activity 1: Distribute messages that educate and alert the public about teen traffic safety, emphasizing the dangers of teens and speeding.

Activity 2: Implement a social media campaign during National Teen Driver Safety Week in October: October 20–26, 2024.

Activity 3: Target is statewide with an emphasis on teens aged 15 to 20.

Activity 4: Develop additional creative assets in FY2025 for use in FY2026 by repurposing existing materials from other states or NHTSA, if possible.

Activity 5: Campaign will run October to July.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 7 Young Drivers - Other Strategies for Behavior Change: Programs to Assist Parents/Guardians of Young Drivers, Pages 7-19 through 7-21

# Paid Media (PM)

**Project Title: Speed Mobilization Paid Media**

**Project Agreement Number: 2025-PM-05-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$200,000.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): PM-2025-PM-05-OH
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Paid Advertising	SIGMA Code(s): 452137
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Before and during the overtime enforcement period, paid media will be used to publicize the speed enforcement efforts to the public.

Funding will support the following budget categories: Contractual Services

**Project Activities:**

Activity 1: Distribute messages that educate and alert the public about speed enforcement efforts before and during the enforcement periods.

Activity 2: Target the counties and/or cities where enforcement is occurring.

Activity 3: Enforcement runs July 1 - 31

Activity 4: Great Lakes, High Stakes July 21 - 25

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35

# Paid Media (PM)

**Project Title: Impaired-Driving Awareness Paid Media**

**Project Agreement Number: 2025-PM-06-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$1,000,000.00	Federal Funding Source: 405d
Local Expenditure (402 AND 164): N/A	GTS Code(s): M6OT-2025-PM-06-OH
Eligible Use of Funds (GTS Description): BIL 405d Impaired Driving Low Other Based on Problem ID	SIGMA Code(s): 452324
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Paid media will be used to improve public awareness and knowledge about the dangers of impaired driving.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages that educate and alert the public about the dangers of impaired driving (alcohol-impaired and drug-impaired).

Activity 2: Create a post for the Wednesday before Thanksgiving to warn about the dangers of impaired driving.

Activity 3: Target will be statewide with an emphasis on males aged 25 to 44.

Activity 4: Campaign will also target counties with high-crash data.

Activity 5: Campaign will run October and April to September.

Activity 6: Use \$125,000 of the budget to conduct an online survey before the creative is produced to get input from the public and produce new video and radio assets, with the help of focus groups, focusing on cannabis-impaired driving.

Activity 7: Emphasize cannabis-impaired driving paid media during the week of 4/20.

## **Countermeasure Strategies:**

Impaired Driving Assessment, 2019, page 72 Communication Program

Create coordinated outreach efforts among the Office of Highway Safety Planning's traffic safety partners that utilize various media platforms to communicate the risks of serious crashes and injuries, detection, arrest, prosecution, and punishment for operating while impaired.

# Paid Media (PM)

**Project Title: Michigan State Police (MSP) Third District Impaired Driving Action Team (IMPACT) Paid Media Campaign**

**Project Agreement Number: 2025-PM-07-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$150,000.00	Federal Funding Source: 405d
Local Expenditure (402 AND 164): N/A	GTS Code(s): B6PEM-2025-PM-07-OH
Eligible Use of Funds (GTS Description): BIL 405d Impaired Driving Low Media/ID training/Enf Related exp.	SIGMA Code(s): 452332
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Bay, Genesee, Saginaw, and St. Clair Counties	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Paid media will be used to publicize to the public the impaired-driving enforcement efforts of the Michigan State Police Third District Impaired Driving Action Team (IMPACT), especially in Genesee, Saginaw, Bay, and St. Clair Counties.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages that educate and alert the public about impaired driving enforcement efforts of the IMPACT in Genesee, Saginaw, Bay, and St. Clair Counties.

Activity 2: Update creatives based on feedback from survey completed in FY2024.

Activity 3: Use paid media Wednesdays through Sundays or as needed.

Activity 3: The campaign will run from November to March.

## **Countermeasure Strategies:**

Impaired Driving Assessment, 2019, page 72 Communication Program

Create coordinated outreach efforts among the Office of Highway Safety Planning's traffic safety partners that utilize various media platforms to communicate the risks of serious crashes and injuries, detection, arrest, prosecution, and punishment for operating while impaired.

# Paid Media (PM)

**Project Title: Winter Safe-Driving Paid Media**

**Project Agreement Number: 2025-PM-08-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$345,000.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): N/A	GTS Code(s): PM-2025-PM-08-OH
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Paid Advertising	SIGMA Code(s): 452380
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Paid media will be used to improve public awareness and knowledge about driving safely in winter conditions. The Drive Slow on Ice and Snow winter safe-driving awareness campaign will distribute paid media assets to appeal to most motorists.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages statewide that educate and alert the public about winter safe driving.

Activity 2: Target to be determined by data of high winter-driving crashes throughout the state.

Activity 3: Refresh assets as needed using the results of the online survey conducted in FY2024.

Activity 4: The budget will include translated radio messages, if possible.

Activity 5: No September social media.

Activity 6: Campaign will run October to April.

## **Countermeasure Strategies:**

NHTSA Uniform Guidelines

Name and Guideline Number: Speed Management, Guideline No. 19

Section Number and Title: IV Communication Program

Page number(s): 3



Citation: "Communication strategies, accompanied by enforcement, can modify driver behavior. Communication programs should be developed to ensure motorist acceptance and to enhance compliance with the introduction of revised speed limits and strict enforcement operations. Communication programs and materials should be cultural relevant and multilingual as appropriate. If the public is not aware of, or does not understand, the potential consequences of speeding to themselves and others, they are unlikely to adjust speeds for traffic and weather conditions, or to comply with posted speed limits."

# Paid Media (PM)

**Project Title:** Click It or Ticket (CIOT) Mobilization Paid Media

**Project Agreement Number:** 2025-PM-09-OH

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$250,000.00	Federal Funding Source: 405b
Local Expenditure (402 AND 164): No	GTS Code(s): M1HVE-2025-PM-09-OH
Eligible Use of Funds (GTS Description): BIL 405b OP High HVE	SIGMA Code(s): 452270
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Before and during the overtime enforcement period, paid media will be used to publicize the seat belt enforcement efforts to the public.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages that educate and alert the public about seat belt enforcement efforts before and during the enforcement period.

Activity 2: Target the counties and/or cities where enforcement is taking place.

Activity 3: Enforcement period: May 19 - June 1, 2025

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 3 Seat Belts and Child Restraints - Enforcement: Short-Term, High-Visibility Seat Belt Law Enforcement, Pages 3-15 through 3-17

# Paid Media (PM)

**Project Title: RiderCoach Recruitment Paid Media**

**Project Agreement Number: 2025-PM-10-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$75,000.00	Federal Funding Source: 405f
Local Expenditure (402 AND 164): N/A	GTS Code(s): M11MI-2025-PM-10-OH
Eligible Use of Funds (GTS Description): BIL 405f Motorcycle Programs Motorcyclist Instructors	SIGMA Code(s): 452440
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Skilled RiderCoaches are needed to train motorcyclists through rider education courses. The OHSP will work with partnering agencies and organizations to execute a paid media plan for promoting RiderCoach recruitment.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Conduct a paid media outreach campaign with current materials that will help recruit motorcycle RiderCoaches and fill RCP courses.

Activity 2: Campaign will run December to March.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 6 Motorcycle Safety - Other Strategies for Behavior Change: Motorcycle Rider Training, Pages 6-16 and 6-17

# Paid Media (PM)

**Project Title: Drive Sober or Get Pulled Over (DSOGPO) Mobilization Paid Media**

**Project Agreement Number: 2025-PM-11-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$500,000.00	Federal Funding Source: 405d
Local Expenditure (402 AND 164): N/A	GTS Code(s): B6PEM-2025-PM-11-OH
Eligible Use of Funds (GTS Description): BIL 405d Impaired Driving Low Media/ID training/Enf Related exp.	SIGMA Code(s): 452821
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Before and during the overtime enforcement period, paid media will be used to publicize the impaired-driving enforcement efforts to the public.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages that educate and alert the public about impaired-driving (alcohol-impaired and drug-impaired) enforcement efforts before and during the enforcement periods.

Activity 2: Target the counties and/or cities where enforcement is taking place.

Activity 3: Enforcement periods: December 13, 2024–January 1, 2025, and August 15– September 1, 2025.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Paid Media (PM)

**Project Title: Child Passenger Safety Awareness Paid Media**

**Project Agreement Number: 2025-PM-12-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$500,000.00	Federal Funding Source: 405b
Local Expenditure (402 AND 164): N/A	GTS Code(s): M1PE-2025-PM-12-OH
Eligible Use of Funds (GTS Description): BIL 405b OP High Public Education	SIGMA Code(s): 452470
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Paid media will be used to improve public awareness and knowledge about child passenger safety and the use of child seats and booster seats.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages that educate and alert the public about child passenger safety.

Activity 2: Implement a social media campaign during Child Passenger Safety (CPS) Week September 21-27, 2025, to reach parents and caregivers about child passenger safety and the use of child seats and booster seats. National Seat Check Saturday: September 27, 2025.

Activity 3: Campaign will run from December 2024 to September 2025. From December 2024 to May 2025, the campaign will educate and alert the public about the changes in the child passenger safety law. From June to September, the campaign will educate and alert the public about the importance of using a booster seat.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 3 Seat Belts and Child Restraints - Other Strategies for Behavior Change: Programs for Increasing Child Restraint and Booster Seat Use, Pages 3-31 and 3-32.

# Paid Media (PM)

**Project Title: Shadow Rider Paid Media**

**Project Agreement Number: 2025-PM-13-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$12,000.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): N/A	GTS Code(s): PM-2025-PM-13-OH
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Paid Advertising	SIGMA Code(s): 452450
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The OHSP will coordinate an initiative to reach unendorsed operators of a registered motorcycle through paid media to promote training course availability.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Conduct paid media campaign to reach unendorsed Michigan motorcyclists.

Activity 2: Investigate the possibility of using the postcard mailing list to determine areas in Michigan to target.

Activity 3: Campaign will run February to July.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 6 Motorcycle Safety - Other Strategies for Behavior Change: Motorcycle Rider Training, Pages 6-16 and 6-17

# Paid Media (PM)

**Project Title: Statewide Bicyclist Education Paid Media**

**Project Agreement Number: 2025-PM-15-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$200,000.00	Federal Funding Source: 405g
Local Expenditure (402 AND 164): No	GTS Code(s): BGPE-2025-PM-15-OH
Eligible Use of Funds (GTS Description): BIL 405g Nonmotorized Safety 24-26 Public Education	SIGMA Code(s): 452430
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

A statewide paid media campaign will be used to improve public awareness and knowledge regarding the Michigan Vehicle Code sections that pertain to bicyclists and motorists.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages that educate and alert the public about the laws applicable to bicyclist safety.

Activity 2: Target will be statewide with an emphasis on males aged 25 to 64.

Activity 3: Target counties with high-crash data: Wayne, Oakland, Macomb, and Kent.

Activity 4: Based on data, up to \$5,000 of the budget to conduct an online survey to get input from the general public to help produce new video and radio assets in FY2026.

Activity 5: Support Enforcement Week, if needed. Bicyclist Safety Enforcement Week August 4–10, 2025.

Activity 6: The campaign will run from October and May to September.

Activity 7: National Bicycle Safety Month is May. Paid social for bicycle “days.”

## **Countermeasure Strategies:**

Pedestrian & Bicycle Safety Assessment, 2018, Section: VI Communication Program, Pages: 9 and 35

Citation: “Task the Office of Highway Safety Planning with developing and implementing a statewide, branded pedestrian and bicyclist safety campaign that allows for customization to accommodate local needs.”



# Paid Media (PM)

**Project Title: Statewide Pedestrian Education Paid Media**

**Project Agreement Number: 2025-PM-16-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$300,000.00	Federal Funding Source: 405g
Local Expenditure (402 AND 164): N/A	GTS Code(s): BGPE-2025-PM-16-OH
Eligible Use of Funds (GTS Description): BIL 405g Nonmotorized Safety 24-26 Public Education	SIGMA Code(s): 452420
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

A statewide paid media campaign will be used to improve public awareness and knowledge regarding the Michigan Vehicle Code sections that pertain to pedestrians and motorists.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages that educate and alert the public about the laws applicable to pedestrian safety, with an emphasis on wearing gear to help make pedestrians more visible to motorists.

Activity 2: Target will be statewide with an emphasis on males aged 25 to 64.

Activity 3: Target counties with high-crash data: Wayne, Oakland, Kent, Macomb, Genesee, Kalamazoo, Washtenaw, and Ingham.

Activity 4: Support Enforcement Week, if needed. Pedestrian Safety Enforcement Week is Oct 26–Nov 1, 2024.

Activity 5: National Pedestrian Safety Month is October.

Activity 6: The campaign will run from October to January and July to September.

## **Countermeasure Strategies:**

Pedestrian & Bicycle Safety Assessment, 2018, Section: VI Communication Program, Pages: 9 and 35

Citation: “Task the Office of Highway Safety Planning with developing and implementing a statewide, branded pedestrian and bicyclist safety campaign that allows for customization to accommodate local needs.”

# Paid Media (PM)

## Project Title: Impaired Motorcyclist Prevention Paid Media

### Project Agreement Number: 2025-PM-17-OH

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$400,000.00	Federal Funding Source: 405d
Local Expenditure (402 AND 164): N/A	GTS Code(s): M6OT-2025-PM-17-OH
Eligible Use of Funds (GTS Description): BIL 405d Impaired Driving Low Other Based on Problem ID	SIGMA Code(s): 452840
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

### **Project Description (MGX Project Summary):**

The OHSP will promote a campaign message that informs riders that motorcyclists are far overrepresented in the impaired crashes as compared to any other road user in Michigan.

Funding will support the following budget categories: Contractual Services.

### **Project Activities:**

Activity 1: Conduct a paid media campaign on impaired motorcyclist prevention in the top counties with the most alcohol-involved and drug-involved single-vehicle motorcyclist fatalities.

Activity 2: The campaign will run from May to August.

### **Countermeasure:**

Motorcycle Safety Assessment, 2016, Section: V. Motorcycle Operation Under the Influence of Alcohol or Other Drugs, Pages 7 and 40.

Citation: "Conduct outreach to motorcycle rider groups to promote a safety culture specifically with zero-tolerance policies for impaired riding."

# Paid Media (PM)

**Project Title: Speeding Awareness Paid Media**

**Project Agreement Number: 2025-PM-18-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$500,000.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): PM-2025-PM-18-OH
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Paid Advertising	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Paid media will be used to improve public awareness and knowledge about the dangers of speeding while driving.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages that educate and alert the public about the dangers of speeding while driving.

Activity 2: Target will be statewide with an emphasis on males aged 25 to 34.

Activity 3: The campaign will also target counties with high-crash data.

Activity 4: The campaign will run from November to February and August.

## **Countermeasure Strategies:**

Uniform Guidelines for State Highway Safety Programs

Highway Safety Program Guideline No. 19 Speed Management

Year: 2006

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"Communication strategies, accompanied by enforcement, can modify driver behavior. Communication programs should be developed to ensure motorist acceptance and to enhance compliance with the

introduction of revised speed limits and strict enforcement operations. Communication programs and materials should be culturally relevant and multilingual as appropriate. If the public is not aware of, or does not understand, the potential consequences of speeding to themselves and others, they are unlikely to adjust speeds for traffic and weather conditions, or to comply with posted speed limits."

# Paid Media (PM)

**Project Title: Distracted-Driving Mobilization Paid Media**

**Project Agreement Number: 2025-PM-19-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$200,000.00	Federal Funding Source: 405d FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): FDL*PM-2025-PM-19-OH
Eligible Use of Funds (GTS Description): BIL 405d (FLEX) Impaired Driving Low 402 Projects Paid Advertising	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Before and during the overtime enforcement period, paid media will be used to publicize the distracted-driving enforcement efforts to the public.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages that educate and alert the public about distracted driving enforcement efforts before and during the enforcement periods.

Activity 2: Target the counties and/or cities where enforcement is taking place.

Activity 3: Enforcement runs April 1-30.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 5 Distracted Driving - Enforcement: High-Visibility Cell Phone Enforcement, Pages 5-14 through 5-16.

# Paid Media (PM)

**Project Title: Preventing Roadside Deaths Paid Media**

**Project Agreement Number: 2025-PM-20-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$100,000.00	Federal Funding Source: 405h
Local Expenditure (402 AND 164): N/A	GTS Code(s): M12BPE-2025-PM-20-OH
Eligible Use of Funds (GTS Description): BIL 405h Preventing Roadside Deaths 24-26 Public Education	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

A statewide paid media campaign will be used to improve public awareness and knowledge of construction, EMS, tow truck, and road maintenance vehicle worker safety.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages that educate and alert the public about construction, EMS, tow truck, and road maintenance vehicle worker safety.

Activity 2: Use \$50,000 of the budget for a statewide paid media campaign to promote Work Zone safety. The campaign will run during the months with the highest construction worker-involved crashes, fatalities, and serious injuries: October–November and July–September. Target is statewide with an emphasis on the counties with the highest construction worker-involved crashes, fatalities, and serious injuries: Kalamazoo, Kent, Manistee, Marquette, Oakland, Washtenaw, and Wayne.

Activity 3: Use \$50,000 of the budget for a statewide paid media campaign to promote the Move Over Law. The campaign will run during the months with the highest pedestrian-involved emergency vehicle (including tow trucks) crashes, fatalities, and serious injuries: October-February and May-September. Target will be statewide with an emphasis on the counties with the highest pedestrian-involved emergency vehicle (includes tow trucks) crashes, fatalities, and serious injuries: Genesee, Ingham, Kent, Macomb, Marquette, Oakland, Washtenaw, and Wayne.

## **Countermeasure Strategies:**

Pedestrian & Bicycle Safety Assessment, 2018, Section: VI Communication Program, Pages: 9 and 35

Citation: “Task the Office of Highway Safety Planning with developing and implementing a statewide, branded pedestrian and bicyclist safety campaign that allows for customization to accommodate local needs.”



# Paid Media (PM)

**Project Title: Amish Community Safety Awareness Paid Media**

**Project Agreement Number: 2025-PM-21-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$97,500.00	Federal Funding Source: 405g
Local Expenditure (402 AND 164): N/A	GTS Code(s): BGPE-2025-PM-21-OH
Eligible Use of Funds (GTS Description): BIL 405g Nonmotorized Safety 24-26 Public Education	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Branch, Hillsdale, and St. Joseph counties	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

A paid media campaign will be used to improve public awareness and knowledge of keeping the Amish safe while they are traveling on the roads of Branch, Hillsdale, and St. Joseph Counties.

Funding will support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: Distribute messages that educate and alert the public about keeping the Amish safe on the roads of Branch, Hillsdale, and St. Joseph Counties.

Activity 2: Target is drivers on the roads of Branch, Hillsdale, and St. Joseph Counties where the Amish also travel. Target will be both residents of the counties and those drivers passing through.

Activity 3: The campaign is planned to run January to June; however, this may change depending on media channels and platforms chosen.

## **Countermeasure Strategies:**

Innovative Countermeasure: Ohio Department of Transportation Statewide Amish Travel Study

Link to study: <https://www.transportation.ohio.gov/programs/statewide-planning-research/statewide-transportation-planning/amish-travel-study>

The Amish Travel study identifies state routes used by the Amish community as well as bikers and pedestrians and makes recommendations for improving safety and pavement conditions. In the Typical Countermeasures section of the Ohio Department of Transportation Statewide Amish Travel Study, "Signage to inform/warn motorists" was included as a countermeasure.

The OHSP aims to conduct a paid media campaign that will be used to improve public awareness and knowledge of keeping the Amish safe while they are traveling on the roads of Branch, Hillsdale, and St. Joseph Counties. Michigan's paid media campaign could incorporate aspects of the "Signage to inform/warn motorists" countermeasure by evolving it to introduce paid media signage as an option, including gas station signage.

## Pedestrian and Bicyclist Safety (PB) Nonmotorized Summary

None of the following projects will be used to meet the requirements of Section 1300.41(a) (Promise Projects).

Order of Projects for PB by project number:

- Public Education of Pedestrian and Bicyclist Laws and Training for Law Enforcement 2025-PB-01-01
- Pedestrian and Bicyclist Safety through Education and Conspicuous Lighting 2025-PB-01-02
- Pedestrian and Bicyclist Adjudication Education Project 2025-PB-01-03
- Detroit Safe Routes Ambassador Program 2025-PB-02-00
- Reducing Traffic Crashes and Injuries in the Amish Community 2025-PB-09-00
- Cartoonversation™: Connecting communities for traffic safety in Mid-Michigan 2025-PB-10-00

<i><b>PB</b></i>		<i><b>Pedestrian and Bicyclist Safety (Nonmotorized)</b></i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
BGTR-405g Training	2025-PB-01-01	BIL 405g Nonmotorized Safety	\$90,882.44
PS-Pedestrian/Bicycle Safety	2025-PB-01-02 2025-PB-01-03 2025-PB-09-00	BIL NHTSA 402	\$248,306.78
BGPE-405g Public Education	2025-PB-02-00	BIL 405g Nonmotorized Safety	\$199,400.80
CP-Community Traffic Safety Programs	2025-PB-10-00	BIL NHTSA 402	\$280,311.22
<b>LOCAL CONTRIBUTION</b>			<b>\$528,618.00</b>
<b>PB Program Area Total</b>			<b>\$818,901.24</b>

# Pedestrian and Bicyclist Safety (PB) Nonmotorized

**Project Title: Public Education of Pedestrian and Bicyclist Safety Laws and Enforcement**

**Training**

**Project Agreement Number: 2025-PB-01-01**

Subrecipient (Intended Grantee): League of Michigan Bicyclists (LMB)	Organization Type: Non-profit
Amount: \$90,882.44	Federal Funding Source: 405g
Local Expenditure (402 AND 164): N/A	GTS Code(s): BGTR-2025-PB-01-01
Eligible Use of Funds (GTS Description): BIL 405g Nonmotorized Safety 24-26 Training	SIGMA Code(s): 454700
Program Income: No	Indirect Cost Rate: 10%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Michigan pedestrian and cyclist fatalities have made up nearly 20 percent of all traffic crash related fatalities over the past five years. This data supports the need for a variety of countermeasures, including educating law enforcement, drivers, pedestrians, and cyclists about traffic laws regarding safely sharing the road.

Recognizing the crucial role law enforcement plays in community outreach, enforcement, and education and providing training to law enforcement is essential for conducting effective pedestrian and bicycle safety enforcement mobilizations.

Funding will support the following budget categories: Personnel - Salaries & Wages, Contractual Services, Travel, Supplies & Operating, Equipment, Indirect Costs.

**Project Activities:**

Activity 1: Conduct 5-10 law enforcement trainings, including conferences and other event presentations, on traffic laws designed to protect pedestrians and bicyclists by September 30, 2025.

Activity 2: Conduct training/ support on the C3Feet device, used for effective education and enforcement of safe passing laws, for up to five police agencies who currently receive Bicycle/ Pedestrian Enforcement Grants through the OHSP or other interested police agencies by September 30, 2025.

Activity 3: Reach 200 law enforcement officers through the LMB online version of Bicycle/Pedestrian Safety for Law Enforcement by September 30, 2025.

Activity 4: Coordinate/contract with at least one law enforcement officer/subject matter expert to conduct the law enforcement trainings by September 30, 2025.

**Countermeasure Strategies:**

Pedestrian & Bicycle Safety Assessment, 2018, Section: VI Communication Program, Pages: 9 and 35

Citation: “Task the Office of Highway Safety Planning with developing and implementing a statewide, branded pedestrian and bicyclist safety campaign that allows for customization to accommodate local needs.”

# Pedestrian and Bicyclist Safety (PB) Nonmotorized

**Project Title: Pedestrian and Bicycle Safety through Education and Conspicuous Lighting**

**Project Agreement Number: 2025-PB-01-02**

Subrecipient (Intended Grantee): League of Michigan Bicyclists	Organization Type: Non-profit
Amount: \$90,250.25	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PS-2025-PB-01-02
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Pedestrian/Bicycle Safety	SIGMA Code(s): 454120
Program Income: No	Indirect Cost Rate: 10%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Michigan pedestrian and cyclist fatalities have made up nearly 20 percent of all traffic crash related fatalities over the past five years. This data supports the need for a variety of countermeasures, including educating law enforcement, drivers, pedestrians, and cyclists about traffic laws regarding safely sharing the road.

Recognizing the crucial role law enforcement plays in community outreach, enforcement, and education and providing training to law enforcement is essential for conducting effective pedestrian and bicycle safety enforcement mobilizations.

Also, recognizing that individuals can be empowered to take safety into their own hands and providing education as well as the tools needed to stay safe is paramount in helping to reduce the number of fatal and suspected serious injury crashes in Michigan.

Through this program, educational materials will be supplied as well as active lighting and visibility items for both cyclists and pedestrians.

Funding will support the following budget categories: Personnel - Salaries & Wages, Contractual Services, Travel, Supplies & Operating, Equipment, Indirect Costs

**Project Activities:**

Activity 1: Continue to distribute education toolkits specific to active lighting, rider/walker conspicuity, roadway facilities, and equity for “invisible cyclists” (to include 3,500 light sets) by September 30, 2025.

Activity 2: Procure and distribute 1,500 Hi-Vis vests/belts for bicyclists and pedestrians by September 30, 2025.

Activity 3: Develop, print, and distribute 10,000 copies of a new Active Lighting brochure rooted in the “Safe Systems” approach to roadway safety by September 30, 2025.

Activity 4: Partner with 10 outside organizations to distribute materials listed above by September 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 9 Pedestrian Safety - Other Strategies for Behavior Change: Conspicuity Enhancement, Pages 9-32 and 9-33

# Pedestrian and Bicyclist Safety (PB) Nonmotorized

**Project Title: Pedestrian and Bicyclist Adjudication Education Project**

**Project Agreement Number: 2025-PB-01-03**

Subrecipient (Intended Grantee): League of Michigan Bicyclists	Organization Type: Non-profit
Amount: \$87,735.68	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PS-2025-PB-01-03
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Pedestrian/Bicycle Safety	SIGMA Code(s): 453301
Program Income: No	Indirect Cost Rate: 10%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Michigan pedestrian and bicyclist fatalities make up nearly 20 percent of all fatalities over the past five years. Since FY2018, the Michigan OHSP has awarded federal grant funds to state, county, and local law enforcement agencies to conduct overtime shifts focusing on laws that protect pedestrians and cyclists. While there are several state laws pertaining to pedestrian and cyclist safety in Michigan, many applicable laws are local ordinances set by cities and townships. The OHSP has collected data on the citation codes utilized by the agencies participating in these overtime grant project. An in-depth analysis of the data may support a determination of whether the work law enforcement is doing to educate and enforce the laws is effective in changing behavior.

Funding will support the following budget categories: Personnel - Salaries & Wages, Contractual Services, Travel, Supplies & Operating, Equipment, Indirect Costs

**Project Activities:**

- Activity 1: Obtain, through the OHSP, all grant activity reports from agencies who participated in the OHSP grant-funded Bicycle and Pedestrian Enforcement initiatives from FY2018 through FY2025 by September 30, 2025.
- Activity 2: Obtain citation numbers and copies of the ticket for all citations issued during grant-funded initiatives by September 30, 2025.
- Activity 3: Sort citations issued based on recipient i.e. cyclist, pedestrian, or motor vehicle operator. Further sorting the citations by violation issued by September 30, 2025.
- Activity 4: Obtain through open source, FOIA, or paid services all District Court Records of Adjudication (ROA) for all citations issued during enforcement activities by September 30, 2025.



Activity 5: Obtain through MichiganTrafficCrashFacts.org or other sources relevant traffic crash data for the areas of enforcement by September 30, 2025.

Activity 6: Evaluate and graph information obtained through the ROAs to show citations adjudicated as written, citations with reduced charges, dismissed citations (further sub divided into dismissed with and without prejudice if this information is readily available), and outstanding (non-adjudicated) citations at the District Court and Agency level by September 30, 2025.

Activity 7: Evaluate traffic crash data for the areas of enforcement to determine if/how enforcement activities have affected crash rates in these areas by September 30, 2025.

Activity 8: Present a written summation and graphical representation of the findings to Magistrates outlining their specific jurisdiction and how it compares to other jurisdictions using grant funds for Bicycle and Pedestrian Safety Enforcement activities by September 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 9 Pedestrian Safety - Other Strategies for Behavior Change: Pedestrian Safety Zones, Pages 9-20 through 9-22

# Pedestrian and Bicyclist Safety (PB) Nonmotorized

**Project Title: Detroit Safe Routes Ambassador Program**

**Project Agreement Number: 2025-PB-02-00**

Subrecipient (Intended Grantee): City of Detroit	Organization Type: Local City Agency
Amount: \$199,400.80	Federal Funding Source: 405g
Local Expenditure (402 AND 164): N/A	GTS Code(s): BGPE-2025-PB-02-00
Eligible Use of Funds (GTS Description): BIL 405g Nonmotorized Safety 24-26 Public Education	SIGMA Code(s): 454700
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Wayne County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The City of Detroit will promote public education of pedestrian and bicycle safety laws through the Safe Routes Ambassador’s Program based off the project’s successful implementation in Chicago. A variety of audiences will be targeted including K-12 grade students, teenage driver education students, senior citizens, parents, and teachers.

Funding will support personnel and supplies/operating costs.

**Project Activities:**

Activity 1: Educate 90 community-based programs, driving schools, and school classrooms through pedestrian and bicycle law activities by September 30, 2025.

Activity 2: Conduct pedestrian and bicycle law education for 30 police, fire, and other first responders by September 30, 2025.

Activity 3: Conduct pedestrian and bicycle law education at 50 meetings, events of neighborhood, and community-based organizations by September 30,2025.

Activity 4: Conduct pedestrian and bicycle law education to 35 local businesses by September 30,2025.

Activity 5: Conduct five community-based assessments using Walkability/Bikeability Checklist, AARP Community Assessment Survey by September 30, 2025.

**Countermeasure Strategies:**

Pedestrian & Bicycle Safety Assessment, 2018

Bicycle: “The goal of Safe Routes to School Programs is to increase the amount of bicycling and walking trips to and from school while simultaneously improving safety for children bicycling or walking to school. SRTS programs are community-based and are intended to be comprehensive in nature. Programs include education of children, school personnel, parents, community members, and law enforcement officers about safe bicycling and walking behavior and safe driving behavior around pedestrians and bicyclists. In addition, enforcement, and engineering activities to improve traffic safety and risky elements of the traffic environment around primary and secondary schools, so children can safely bicycle or walk to school. Information on the role of law enforcement in SRTS is available on the National Center for Safe Routes to School website ([apps.saferoutesinfo.org/lawenforcement](https://apps.saferoutesinfo.org/lawenforcement)).

From 2005 to mid-2012 the SAFETEA-LU legislation required each State to have its own SRTS program.”

# Pedestrian and Bicyclist Safety (PB) Nonmotorized

**Project Title:** Reducing Traffic Crashes and Injuries in the Amish Community

**Project Agreement Number:** 2025-PB-09-00

Subrecipient (Intended Grantee): Branch-Hillsdale-St. Joseph Community Health Agency	Organization Type: Local Agency
Amount: \$70,320.85	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PS-2025-PB-09-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Pedestrian/Bicycle Safety	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: 15%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Branch, Hillsdale, and St. Joseph counties	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Branch, Hillsdale, and St. Joseph counties are home to many Amish families. Every year, these counties experience accidents involving horse and buggy users, resulting in psychological trauma, physical injuries, and even death to the involved humans and/or their horses. According to Michigan State Police TCRS data, since 2016 there have been 261 crashes involving "Amish," "Buggy," "Horse" or "Sulky." Of these 261 crashes, 78 have occurred in Branch, Hillsdale, or St. Joseph County. This represents nearly 30% of the "Amish," "Buggy," "Horse" or "Sulky" accidents across the state of Michigan since 2016. In 2019, Branch County suffered three fatalities, accounting for the total number of reported "Amish," "Buggy," "Horse," or "Sulky" fatalities that year. This project is designed to raise awareness in the community with the goal of reducing the number of accidents, prevent injuries, improve buggy/horse visibility, and raise drivers' awareness to areas were Amish families travel and live.

Funding will support the following budget categories: Personnel - Salaries & Wages, Contractual Services, Supplies & Operating, Indirect Costs

**Project Activities:**

Activity 1: Identify areas of highest concentration of Amish population utilizing the "Michigan Amish Directory 2023." Locate listed addresses in the three counties on a map to identify highest areas of population concentration in the three counties by October 31, 2024.

Activity 2: Identify trusted advisors within the Amish community. Meet with two area Bishops and trusted advisors in each county to discuss community concerns regarding road safety and acceptable strategies to increase buggy visibility by November 30, 2024

Activity 3: With input from collaborative partners and the Amish community, develop culturally appropriate educational materials on road safety and high visibility strategies by December 31, 2024.

Activity 4: In collaboration with clinics held by BHSJ CHA Children's Special Health Care Services program, attend quarterly clinics in the area, share educational materials, and distribute 200 reflective tape kits per county by September 30, 2025.

Activity 5: Increase driver awareness to highly populated horse drawn buggy areas by collaborating with law enforcement and road commissions in the three counties to identify county maintained paved roads and known areas with high concentration of population or incidents of previous accidents, for sign placement to alert drivers to potential hazard by January 31, 2025.

Activity 6: Collaborate with law enforcement, road commissions, and Amish community to place 25 MPH School signs with flashing lights at Amish school areas to alert drivers and provide increased law enforcement presence by August 31, 2025.

Activity 7: Develop educational opportunities within the Amish and motorist community to increase awareness of vulnerable roadway users. Host two educational sessions in each county for the Amish and non-Amish community to raise awareness to the importance of speed management, high visibility, and sharing the road by September 30, 2025.

Activity 8: Collaborate with local driver's education programs to highlight vulnerable roadway users and defensive driving strategies by March 31, 2025.

Activity 9: Develop and implement advertising campaign print medias to share information regarding bicycle safety, walking safety, distracted driving, agricultural road safety, horse, and buggy safety by December 31, 2024.

Activity 10: Educate youth and parents in equestrian programs on road riding safety by collaborating with Michigan State University Extension in the three counties to educate two 4-H equestrian groups in road riding safety strategies and high visibility tack items by September 30, 2025.

### **Countermeasure Strategies:**

Innovative Countermeasure: Ohio Department of Transportation Statewide Amish Travel Study

Link to study: <https://www.transportation.ohio.gov/programs/statewide-planning-research/statewide-transportation-planning/amish-travel-study>

The Amish Travel study identifies state routes used by the Amish community as well as bikers and pedestrians and makes recommendations for improving safety and pavement conditions. In the Typical Countermeasures section of the Ohio Department of Transportation Statewide Amish Travel Study, "Signage to inform/warn motorists" was included as a countermeasure.

The OHSP aims to conduct a paid media campaign that will be used to improve public awareness and knowledge of keeping the Amish safe while they are traveling on the roads of Branch, Hillsdale, and St. Joseph Counties. Michigan's paid media campaign could incorporate aspects of the "Signage to inform/warn motorists" countermeasure by evolving it to introduce paid media signage as an option, including gas station signage.

# Pedestrian and Bicyclist Safety (PB) Nonmotorized

**Project Title:** Cartoonversation™: Connecting communities for traffic safety in Mid-Michigan

**Project Agreement Number:** 2025-PB-10-00

Subrecipient (Intended Grantee): Mercy Health Partners	Organization Type: Non-profit
Amount: \$280,311.22	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s):PS-2025-PB-10-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Community Traffic Safety Programs	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Missaukee, Roscommon, Ogemaw, Iosco, Mason, Lake, Osceola, Clare, Gladwin, Arenac, Bay, Oceana, Newaygo, Mecosta, Isabella, Midland, Bay, and Muskegon counties	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

This initiative focuses on 17 Michigan counties located within the MSA District 3 and leverages the award-winning Cartoonversation™ series, a children's book, and discussion guide, aligned with grade-specific Michigan State Teaching Standards and National Social Emotional Learning Standards. These materials require zero prep time – a perfect fit for classroom use.

This coordinated effort, spearheaded by respected figures such as Muskegon County Sheriff Michael Poulin, Muskegon County Prosecutor DJ Hilson, and Holly Alway, MTSA, promises to make meaningful strides in enhancing traffic safety awareness and reducing preventable crashes and fatalities across District 3.

Funding will support the following budget categories: Supplies & Operating

**Project Activities:**

Activity 1: Conduct Cartoonversation Overview Session for Community Collaborators Task Owner: Tim Wheeler, DJ Hilson, Michael Poulin, Holly Always.

Task 1 Description: Lead collaborators will be given an introduction to the Cartoonversation world and an overview of this project (completed October 31, 2024). An introductory video will also be developed to share with potential collaborators (completed October 15, 2024). The lead collaborators will also provide technical assistance to participants throughout the process.

Activity 2: Description: Following the overview session, community collaborators will lead sessions with participants, allowing for repetition and retention of key learning messages.

Activity 2 Goals:

1. Develop and distribute educational materials for 4th-grade students across District 3 (see Attachment E Production Timeline).

Task Owner: Tim Wheeler

November 14, 2024- Riley Pledges to Wear a Seat Belt – Interactive Read-Along Book - 6,143 copies printed for distribution.

Aligns with National Seat Belt Day.

November 14, 2024 - Riley Pledges to Wear a Seat Belt – Interactive YouTube Read-Along Video - Completed and uploaded to YouTube & Website.

Aligns with National Seat Belt Day.

December 13, 2024 - Traffic Safety Memory Card Game - 6,143 copies printed for distribution.

January 17, 2025 - Riley Pledges to Get Home Safely – Interactive Read-Along Book - 6,143 copies printed for distribution.

January 17, 2025 - Riley Pledges to Get Home Safely – Interactive YouTube Read-Along Video - Completed and uploaded to YouTube & Website.

February 17, 2025 - Riley Pledges to Get Home Safely – Interactive Cartoon - Completed and uploaded to YouTube & Website.

May 1, 2025 - Riley Pledges to Wear a Helmet – Interactive Read-Along Book - 6,143 copies printed for distribution.

Aligns with Bike Helmet Safety Awareness Month.

May 9, 2025 - Riley Pledges to Wear a Helmet – Interactive Cartoon - Completed and uploaded to YouTube & Website.

Aligns with Bike Helmet Safety Awareness Month.

August 29, 2025 - Riley Pledges to Wear a Seat Belt – Interactive Cartoon - Completed and uploaded to YouTube & Website.

**Countermeasure Strategies:**

Pedestrian & Bicycle Safety Assessment, 2018, Page 36

“States should encourage extensive community involvement in pedestrian and bicycle safety education by involving individuals and organizations outside the traditional highway safety community. Outreach efforts should include a focus on reaching vulnerable road users, such as older pedestrians, young children, and new immigrant populations. States should also incorporate pedestrian and bicycle safety education and skills training into school physical education/health curricula. To encourage community and school involvement, States should:

Provide culturally relevant materials and resources to promote pedestrian and bicycle safety education programs

Ensure that highway safety in general, and pedestrian and bicycle safety in particular, are included in the State-approved K-12 health and safety education curricula

Encourage the promotion of safe pedestrian and bicyclist practices through classroom activities”



## Planning and Administration (PA) Summary

None of the following projects will be used to meet the requirements of Section 1300.41(a) (Promise Projects).

<i>PA</i>		<i>Planning and Administration</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
N/A	N/A	State General Funds	\$448,786.50
PA-Planning and Administration	2025-PA-01-OH	BIL NHTSA 402	\$483,990.86
<b>LOCAL CONTRIBUTION</b>			\$0
<b>PA Program Area Total</b>			<b>\$932,777.36*</b>

\*This total includes the required 50% local match.

# Planning and Administration (PA)

**Project Title: Planning and Administration (P&A)**

**Project Agreement Number: 2025-PA-01-OH**

Subrecipient (Intended Grantee): Michigan Office of Highway Safety Planning	Organization Type: State Agency
Amount: \$483,990.86	Federal Funding Source: 402
Local Expenditure (402 AND 164): N/A	GTS Code(s): PA-2025-PA-01-OH
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Planning and Administration	SIGMA Code(s): 450100, 458020, 458120
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: Yes, \$483,990.86	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Eaton County	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Planning and Administration (P&A) costs are direct and indirect costs that are attributable to the management of Michigan’s state highway safety office – OHSP. This includes salaries, related personnel benefits, travel expenses, and rental costs. Federal participation in P&A activities shall not exceed 50 percent of the total cost of such activities and shall not exceed 18 percent of the total 402 funds received. The following positions are supported with Planning and Administration funds (including percentage of salary supported):

- Division Director (95%)
- Senior Executive Administrative Assistant (for Division Director) (95%)
- Planning and Administration Section Manager (92%)
- Financial Management Section Manager (95%)
- Budget Analyst (support to Financial Section) (5%)
- Analysis and Evaluation Coordinator (54%)
- Accounting Technician (support to Financial Section) (8%)
- Federal Accountant (support to Financial Section) (96%)
- Division Secretary (support to division) (20%)
- Grant System Analyst (4%)

Funding will support the following budget categories: Personnel - Salaries & Wages, Travel, Supplies & Operating, Equipment, Indirect Costs

**Project Activities:**

Activity 1-1: Conduct monthly leadership team and 3HSP/AGA meetings to review current section activities, addressing emerging issues, and develop solutions by September 30, 2025.

Activity 1-2: Review the organizational structure annually to ensure alignment is optimal to meet the goals of the office by September 30, 2025.

Activity 1-3: Continually monitor OHSP day-to-day activities for impact upon OHSP Policies and Procedures to ensure they remain current and up to date by September 30, 2025.

Activity 1-4: Update staff on changes to Policies and Procedures as appropriate by September 30, 2025.

Activity 1-5: Provide training opportunities to OHSP staff as needs are identified by September 30, 2025.

Activity 1-6: Promote regular contact with the NHTSA Region 5 office and ensure all federal guidelines and deadlines are met by September 30, 2025.

Activity 2-1: Follow OHSP Policy and Procedures established for prompt reimbursement of payments by September 30, 2025.

Activity 2-2: Document problems with grantees in the online grant application notes and follow-up as outlined in the OHSP Policy & Procedures Manual on grant reimbursement by September 30, 2025.

Activity 3-1: Based on the after-action review, make appropriate changes to the planning process and develop the FY25 Annual Grant application planning calendar by December 1, 2024.

Activity 3-2: Conduct public participation and engagement meetings to discuss opportunities for input into the Annual Grant Application by September 30, 2025.

Activity 3-3: Complete a draft of the Annual Grant Application for internal review by June 15.

Activity 3-4: Conduct an after-action review of the FY2025 HSP development process by August 30.

Activity 3-5: Complete a review of the FY25 Triennial Highway Safety Plan to determine if updates are needed for inclusion in the Annual Grant Application by September 30, 2025.

Activity 4-1: Complete the Annual Report (AR) by January 30th.

Activity 4-2: Monitor statewide safety belt use and effectiveness of OHSP programs through evaluation and data analysis by September 30, 2025.

Activity 4-3: Review the statewide and program goals on a quarterly basis to ensure the goals continue to be relevant, on-track, and attainable by September 30, 2025.

Activity 4-4: Keep the Annual Grant Application (AGA) updated by documenting amendments and making accessible for review in the Michigan Grants System (MGX) by September 30, 2025.

Activity 5-1: Provide technical assistance, guidance, and program coordination to Traffic Safety Networks and other local community-level traffic safety groups by September 30, 2025.

Activity 5-2: Provide SMART goal and data analysis training to traffic safety partners as requested by September 30, 2025.

Activity 6-1: Respond promptly to directives from MSP management regarding Strategic Plan updates by September 30, 2025.

Activity 7-1: Provide administrative support to the GTSAC by September 30, 2025.

Activity 7-2: Facilitate communication within the GTSAC structure and among traffic safety partners statewide by September 30, 2025.

Activity 7-3: Ensure the GTSAC Commissioners are sponsored to attend the annual Traffic Safety Summit by September 30, 2025.

Activity 8-1: Provide financial updates to managers at Leadership Team meetings by September 30, 2025.

Activity 8-2: Provide financial updates to program coordinators to ensure their grant projects are on track and expending funding accordingly by September 30, 2025.

Activity 8-3: Monitor federal program expenditures regularly through MGX financial reports by September 30, 2025.

**Countermeasure Strategies:**

N/A

## Police Traffic Services (PT) Summary

None of the following projects will be used to meet the requirements of Section 1300.41(a) (Promise Projects).

Order of Projects for PT by project number.

- Allegan County Overtime Traffic Enforcement 2025-PT-00-03
- Bay County Overtime Traffic Enforcement 2025-PT-00-09
- Berrien County Overtime Traffic Enforcement 2025-PT-00-11
- Calhoun County Overtime Traffic Enforcement 2025-PT-00-13
- Chippewa County Overtime Traffic Enforcement 2025-PT-00-17
- Eaton County Overtime Traffic Enforcement 2025-PT-00-23
- Grand Traverse County Overtime Traffic Enforcement 2025-PT-00-28
- Kalamazoo County Multi-Agency Overtime Traffic Enforcement 2025-PT-00-39
- Lake County Overtime Traffic Enforcement 2025-PT-00-43
- Livingston County Overtime Traffic Enforcement 2025-PT-00-47
- Macomb County Multi-Agency Overtime Traffic Enforcement 2025-PT-00-50
- Marquette County Multi-Agency Overtime Traffic Enforcement 2025-PT-00-52
- Muskegon County Multi-Agency Overtime Traffic Enforcement 2025-PT-00-61
- Ottawa County Overtime Traffic Enforcement 2025-PT-00-70
- St. Clair County Multi-Agency Overtime Traffic Enforcement 2025-PT-00-74
- St. Joseph County Multi-Agency Overtime Traffic Enforcement 2025-PT-00-75
- Shiawassee County Multi-Agency Overtime Traffic Enforcement 2025-PT-00-78
- Van Buren County Overtime Traffic Enforcement 2025-PT-00-80
- Washtenaw County Multi-Agency Overtime Traffic Enforcement 2025-PT-00-81
- Wayne County Multi-Agency Overtime Traffic Enforcement 2025-PT-00-82
- Michigan State Police First District Multi-Agency Overtime Traffic Enforcement 2025-PT-01-IG
- Michigan State Police Second District Multi-Agency Overtime Traffic Enforcement 2025-PT-02-IG
- Michigan State Police Third District Multi-Agency Overtime Traffic Enforcement 2025-PT-03-IG
- Michigan State Police Fifth District Multi-Agency Overtime Traffic Enforcement 2025-PT-05-IG
- Michigan State Police Sixth District Multi-Agency Overtime Traffic Enforcement 2025-PT-06-IG
- Michigan State Police Seventh District Multi-Agency Overtime Traffic Enforcement 2025-PT-07-IG
- Michigan State Police Eight District Multi-Agency Overtime Traffic Enforcement 2025-PT-08-IG
- Detroit Police Department Overtime Traffic Enforcement 2025-PT-09-00
- Oakland County Multi-Agency Overtime Traffic Enforcement 2025-PT-10-00
- Brownstown Police Department Overtime Traffic Enforcement 2025-PT-12-00
- Escanaba Department of Public Safety Overtime Traffic Enforcement 2025-PT-13-00
- Holland Department of Public Safety Overtime Traffic Enforcement 2025-PT-14-00
- Huron Township Police Department Safety Overtime Traffic Enforcement 2025-PT-15-00
- Jackson Police Department Overtime Traffic Enforcement 2025-PT-17-00
- Lansing Police Department Overtime Traffic Enforcement 2025-PT-18-00
- Meridian Township Police Department Overtime Enforcement 2025-PT-20-00
- Mount Pleasant Police Department Overtime Traffic Enforcement 2025-PT-21-00
- Plymouth Township Police Department Overtime Traffic Enforcement 2025-PT-22-00
- Sault Sainte Marie Police Department Overtime Traffic Enforcement 2025-PT-23-00
- Trenton Police Department Overtime Traffic Enforcement 2025-PT-24-00
- Kent County Multi-Agency Overtime Traffic Enforcement 2025-PT-25-00
- Genesee County Multi-Agency Overtime Traffic Enforcement 2025-PT-27-00
- Port Huron Police Department Overtime Traffic Enforcement 2025-PT-28-00
- Greenville Overtime Traffic Enforcement 2025-PT-29-00

<i>PT</i>		<i>Police Traffic Services</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
PT-Traffic Enforcement Services	2025-PT-00-03 2025-PT-00-09 2025-PT-00-11 2025-PT-00-13 2025-PT-00-17 2025-PT-00-23 2025-PT-00-28 2025-PT-00-39 2025-PT-00-43 2025-PT-00-47 2025-PT-00-50 2025-PT-00-52 2025-PT-00-61 2025-PT-00-70 2025-PT-00-74 2025-PT-00-75 2025-PT-00-78 2025-PT-00-80 2025-PT-00-81 2025-PT-00-82  2025-PT-09-00 2025-PT-10-00 2025-PT-12-00 2025-PT-13-00 2025-PT-14-00 2025-PT-15-00 2025-PT-17-00 2025-PT-18-00 2025-PT-20-00 2025-PT-21-00 2025-PT-22-00 2025-PT-23-00 2025-PT-24-00 2025-PT-25-00 2025-PT-27-00 2025-PT-28-00 2025-PT-29-00	BIL NHTSA 402	\$4,113,106.05
FDL*PT-405d Low Traffic Enforcement Services	2025-PT-01-IG 2025-PT-02-IG 2025-PT-03-IG 2025-PT-05-IG 2025-PT-06-IG 2025-PT-07-IG	BIL 405d Impaired Driving Low FLEX (other 402 type purposes)	\$2,170,905.40

	2025-PT-08-IG		
<b>LOCAL CONTRIBUTION</b>			<b>\$4,113,106.05</b>
<b>PT Program Area Total</b>			<b>\$6,284,011.45</b>

# Police Traffic Services (PT)

**Project Title: Allegan County Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-03**

Subrecipient (Intended Grantee): Allegan County Sheriff's Office	Organization Type: Local Agency
Amount: \$57,700.16	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: \$1,767.00
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Allegan County	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Allegan County Sheriff's Office will conduct high visibility enforcement campaigns for distracted driving, impaired driving, seat belts, and speed. The goal for these enforcement campaigns is to reduce the number of serious injury and/or fatal crashes in Allegan County for the dates of October 1, 2024, through September 30, 2025. The enforcement campaigns will be scheduled based off local events, holidays, and state/national traffic campaigns.

Funding will support the following budget categories: Personnel - Overtime, Indirect Costs

## **Project Activities:**

Activity 1: Impaired Driving: Thanksgiving Eve, Christmas Eve weekend, New Years Eve, 4th of July week, every Friday-Saturday of July, last two weeks and every Friday and Saturday of August, first two Friday and Saturday of September.

Seat Belt: Month of May

Speed: Second week of October, month of June, month of July, second week of September

Distracted Driving: Month of April

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29



# Police Traffic Services (PT)

**Project Title:** Bay County Overtime Traffic Enforcement

**Project Agreement Number:** 2025-PT-00-09

Subrecipient (Intended Grantee): Bay County Sheriff's Office	Organization Type: Local Agency
Amount: \$46,893.65	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Bay County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Bay County Sheriff's Office proposes multiple enforcement periods starting in November 2024 and carrying through September 2025. The goal is to provide high visibility special traffic enforcement emphasizing impaired driving, seat belt, and speed enforcement. Priority patrols will be given during the national/state enforcement periods in an effort to reduce the number of crashes.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Traffic enforcement changes driver behavior over time, which should reflect a measurable improvement in future crash statistics. The plan is to deploy targeted patrols in the problem areas looking for speed, distracted and impaired drivers, along with seat belt and other hazardous violations. Based on the data, patrols will occur in three specific townships (Bangor, Monitor and Frankenlust) between the hours of 3:00 - 9:00 p.m. By focusing on traffic enforcements in the target areas and times, the goal is that there will be a measurable reduction in crashes with high visibility patrols. The SMART goals set are realistic and implementing the data driven plan will make the reduction in crashes achievable. The completion date is September 2025.

Activity 2: The enforcement periods will consist of impaired driving during the months of November, December, and August. Speed enforcements will occur during the months of April and July, with seat belts in the month of May (see attached strategic plan). Enforcement reports will be provided within the seven days following the conclusion of the enforcements.

Activity 3: The crash data will be reviewed monthly and will be submitted in a final progress report.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35

# Police Traffic Services (PT)

**Project Title: Berrien County Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-11**

Subrecipient (Intended Grantee): Berrien County Sheriff’s Office	Organization Type: Local Agency
Amount: \$18,712.67	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Berrien County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Fund Berrien County Sheriff’s Office deputies to work additional hours to focus on specific traffic grant categories in hopes to reduce the number of fatal and injury crashes.

In 2022, Berrien County was in the categories with the second highest total crashes in the state with 4,795 (up 410 crashes from the previous year). Berrien County had 13 fatal crashes (down 11 from the previous year). Berrien County had 152 alcohol-related crashes (down 25 from the previous year) and 49 crashes that were drug-related (down 1 from the previous year).

Total crashes in Berrien County are up. Fatal crashes are down. But these totals vary over the last five years indicating no consistent trends.

Drivers between the ages of 25-44 seem to be involved mostly, on Wednesdays, Fridays, and Saturdays having the most reported crashes. The most common crash time shows between 3:00 - 6:00 p.m., followed by Noon - 3:00 p.m., and 6:00 - 9:00 p.m.

Using this information, the goal is to target traffic enforcement for a 2 percent reduction.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Patrol areas identified as locations where fatal and serious injury accident have occurred in the past.

Activity 2: Patrol areas where there is a known pattern of excessive speed.

Activity 3: Patrol areas where many vehicles utilize the major routes.

Coordination with national and state traffic campaigns, including Drive Sober or Get Pulled Over / impaired driving enforcement campaigns from December 2024 to January 2025, and in August and September 2025, Distracted driving enforcement in April 2025, seat belt enforcement from May - June 2025, and speed enforcement in July 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: Zero-Tolerance Law Enforcement, Pages 1-37 and 1-38

# Police Traffic Services (PT)

**Project Title: Calhoun County Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-13**

Subrecipient (Intended Grantee): Calhoun County Sheriff’s Office	Organization Type: Local Agency
Amount: \$29,997.66	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Calhoun County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

This proposed project is intended to address and prevent impaired driving and other serious motor vehicle-related violations that greatly impact the safety and well-being of the community in Calhoun County. The program allows Calhoun County deputies to engage in a more proactive approach to target driving enforcement that jeopardizes the safety of motorists on the road and pedestrians.

Funding will support the following budget categories: Personnel – Overtime and Personnel – Overtime Fringe Benefits

**Project Activities:**

Activity 1: Enforcement periods will be conducted during the following period: impaired driving enforcement will take place December 11, 2024 – January 1, 2025, and August 15, 2024 – September 1, 2025. Speed enforcement will take place July 1 - 31, 2025. Distracting driving enforcement from April 1 - 30, 2025. Seat belt enforcement May 19 - June 1, 2025.

Document events and efforts on an approved log and submit enforcement reports within a week of the conclusion of the enforcement period. Evaluation of the fatal crashes for the grant year will be conducted and provided in the final progress report.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: Zero-Tolerance Law Enforcement, Pages 1-37 and 1-38

# Police Traffic Services (PT)

**Project Title: Chippewa County Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-17**

Subrecipient (Intended Grantee): Chippewa County Sheriff's Office	Organization Type: Local Agency
Amount: \$32,832.13	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Chippewa County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Chippewa County Sheriff's Office will use this grant to enforce traffic laws and help reduce the number of crashes, injuries, and fatalities.

Specifically, the designated impaired driving (OWI and OUID) OT will be conducted. This enforcement will educate the public on the need to use other options other than driving after drinking. Anyone who is driving while intoxicated or after using any drugs will be arrested.

The designated seat belt enforcement to help increase the seat belt usage rate in Chippewa County will be worked. Educate the public on the importance of using seat belts as well as enforcing the seat belt law.

Speed and distracted driving enforcement will be conducted, as both are a major factor in many of the crashes that occur. The plan to educate the public and advertise this enforcement as well as enforcing the speed limit laws.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Chippewa County will participate in the enforcement periods, including Click It or Ticket seat belt enforcement from in May-June 2025; impaired driving (OUID/ OWI) in December 2024 and August-September 2025. The County will also be participating during the enforcement periods where OHSP will be producing campaign materials and advertising, including Distracted Driving Month in April and speed enforcement in July 2025.

Activity 1: Patrol during the following enforcement periods:

Directed patrol for impaired driving from December 15, 2024, - to January 1, 2025.

Directed patrol for seat belt enforcement May 20 - June 2, 2025.

Directed patrol for impaired driving from August 16 - September 2, 2025.

Activity 2: Patrol for distracted driving during the campaign in April 2025.

Activity 3: Directed patrol for speed during other months during 2025 that have been identified as having a high rate of speed-related crashes or having an above average amount of traffic and speed-related issues. Patrol for speed during the campaign in July 2025.

Activity 4: Enforcement reports will be submitted within 10 days of the end of enforcement.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: Eaton County Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-23**

Subrecipient (Intended Grantee): Eaton County Sheriff’s Office	Organization Type: Local Agency
Amount: \$25,816.94	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Eaton County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Eaton County has a high number of fatalities and serious injuries. To address this issue, the Sheriff's Office will schedule overtime enforcement to enforce impaired driving, distracted driving, restraint use, and speeding. Enforcement will be conducted by proactive patrol in highly populated areas in Delta Township and in the out-county/rural area of Eaton County. Deputies are instructed to make several stops, issue citations, and make arrests during these enforcement periods.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: National Impaired Driving Enforcement

December 11, 2024 - January 1, 2025

August 16 - September 2, 2025

Activity 2: Click It or Ticket (Seat Belt Enforcement)

May 19 - June 1, 2025

Activity 3: OHSP Enforcement Periods

Speed-July

Activity 4: Distracted Driving-April

**Countermeasure Strategies:**





# Police Traffic Services (PT)

**Project Title: Grand Traverse County Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-28**

Subrecipient (Intended Grantee): Grand Traverse County Sheriff’s Office	Organization Type: Local Agency
Amount: \$33,915.82	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-28
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Grand Traverse County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Drunk driving, speeding, and unrestrained drivers are all factors that contribute to traffic-related injuries and fatalities on Michigan roadways. Despite routine traffic enforcement, these problems persist. With an increase in drivers on the roadways and increase in registered vehicles on the roads, the number of crashes will continue to rise. The Grand Traverse County Sheriff's Office is committed to ensuring that the county roads are safe for the community and those who visit here. Funding for extra patrols, especially during directed times, will encourage voluntary compliance with safety rules on the road by increasing officer presence.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Conduct a comprehensive analysis of the current traffic patterns and accident data in the Grand Traverse community to identify the most critical areas that require additional enforcement measures.

Activity 2: Conduct a public awareness campaign to inform the community about the importance of following traffic laws and regulations.

Activity 3: Increase the frequency of traffic stops and patrols to identify and apprehend motorists who violate traffic laws, especially those related to impaired driving, safety belt use, and speeding.

Activity 4: Collect and analyze data on traffic violations and accidents to evaluate the effectiveness of the additional enforcement measures.

Activity 5: Collaborate with local media outlets to share information and updates on the project's progress, including success stories and statistics.

Activity 6: Provide regular reports and updates to the grantor on the progress of the project. Enforcement activity will be reported within seven days of the conclusion of each enforcement period.

A summary of planned enforcement activity:

#### National Impaired Driving Enforcement

- December 11, 2024 - January 1, 2025
- August 15 - September 1, 2025

#### National Click It or Ticket (Seat Belt Enforcement)

- May 19 - June 1, 2025

#### Other Enforcement Periods

Distracted Driving - April

Speed – July

The GTSO is committed to enhancing public safety and reducing traffic accidents in the Grand Traverse community. With additional resources and enforcement measures, the goal of reducing crashes by 10 percent by September 30, 2025, is achievable. The activities outlined in this proposal follow the SMART model, ensuring that the project is specific, measurable, achievable, realistic, and time bound. This project will make the community a safer place for all.

#### **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title:** Kalamazoo County Multi-Agency Overtime Traffic Enforcement

**Project Agreement Number:** 2025-PT-00-39

Subrecipient (Intended Grantee): Kalamazoo County Sheriff’s Office	Organization Type: Local Agency
Amount: \$193,678.39	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Kalamazoo County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

According to comprehensive research from the NHTSA, 94 percent of all crashes are the result of driver error.

Speed can be listed as a contributing factor to almost every fatal/serious injury crash. Kalamazoo County worked 661 crashes in 2021 where the at-fault driver was found to be driving too fast with no other contributing circumstances. Of these crashes, seven included at least one fatality and 154 included at least one occupant with some sort of injury. Extra speed enforcement will help correct drivers' behavior and ultimately save lives on Michigan Roadways.

Kalamazoo County, from 2016 to 2021, worked 193 crashes involving a school bus. From 2017 to 2019 the number of crashes involving a school bus remained steady at around 50 crashes per year. 2020 saw this number decline, mainly due to COVID policies closing schools. 2021 saw the number of school bus crashes go back up closer to pre-pandemic levels.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 1, 2024 - February 28, 2025 (speed enforcement)
- December 16, 2024 - January 1, 2025 (impaired driving enforcement)
- May 15 - June 4, 2025 (seat belt enforcement)

- July 1 - 30, 2025 (impaired driving, seat belt, and speed enforcement)
- August 10 - September 4, 2025 (impaired driving enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

- May 1 - May 15, 2025 (school bus safety enforcement)
- April 1 - 30, 2025 (distracted driving enforcement)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2025.

Activity 3: As applicable, each grant-funded agency will report required enforcement activity by the following dates:

- December 9, 2024
- January 13, 2025
- March 9, 2025
- May 12, 2025
- June 9, 2025
- August 11, 2025
- September 8, 2025

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35

# Police Traffic Services (PT)

**Project Title:** Lake County Overtime Traffic Enforcement

**Project Agreement Number:** 2025-PT-00-43

Subrecipient (Intended Grantee): Lake County Sheriff’s Office	Organization Type: Local Agency
Amount: \$62,992.86	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Lake County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Lake County is a rural county with approximately 12,000 residents. The majority of Lake County property owners do not live in the county. One-third of the county is state forest and national forest. Lake County is predominantly a recreational destination county. From Memorial Day to Labor Day, there is a large influx of traffic and accidents. The approximate influx goes from 12,000 residents to 35,000-42,000. After Labor Day begins salmon fishing season and hunting season. Three of the county trout streams are the most popular in Michigan.

The traffic crash data and research data that was received, resulted in some areas of concern. There have been four areas identified that are of concern that will be targeted.

Being the only law enforcement agency in the county and having 574 square miles to service, it is a strain on the county’s manpower. The county’s budget only permits us to utilize two patrol cars per shift. The grant funding would enable targeting areas of concern. Patrol officers typically respond to calls one after another and have very little time to dedicate to speed enforcement.

Recent research has resulted in some astonishing data. Lake County has been borrowing two traffic trailers to collect data in an area where there has been an unusually high number of crashes and fatalities. The goal is to place the trailers in high-speed and crash areas and to use grant overtime to target peak volume and high-speed times. The traffic trailers currently in use have been in place since March 10, 2023. They will stay in this area until the goal of slowing cars down and reduce accidents is achieved. The use lidar units during these enforcement periods. This would be a three-year project.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Position the four traffic trailers in four problem areas. Adjustments will be made based on data. During the data collection period, speed enforcement will be carried out actively. Three-man teams to saturate traffic trailer locations in 6-hour blocks will be utilized.

The use of enforcement teams at trailer locations is crucial to lasting behavior change in driver statistics. The goal is for drivers to equate traffic trailers with strict enforcement action in those areas. This would need to continue throughout the year, heavier during the summer months. May-October would be the heaviest enforcement. Based on the data collected, teams will be in a variety of places at varying times.

The proposed budget would allow 18 hours per week that will be reported on via enforcement statistics quarterly.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: Integrated Enforcement, Pages 1-33 and 1-34

# Police Traffic Services (PT)

**Project Title: Livingston County Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-47**

Subrecipient (Intended Grantee): Livingston County Sheriff’s Office	Organization Type: Local Agency
Amount: \$31,334.16	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Livingston County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Livingston County Sheriff's Office will use awarded funding to strategically deploy overtime patrols to focus on high risk driving behaviors that include speeding, impaired driving, and distracted driving. The use of local media and social media will be used as educational platforms during these enforcement periods.

An evaluation of fatal and serious injury crashes will be conducted and included as part of the final progress report.

Funding will support the following budget categories: Personnel - Overtime, Supplies & Operating

**Project Activities:**

Activity 1: The Sheriff's Office will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

December 11, 2024 - January 1, 2025, and August 15, - September 1, 2025 (impaired driving)

May 19, - June 1, 2025 (seat belt)

April 1 - 30, 2025 (distracted driving)

July 1 - 31, 2025 (speed enforcement)

Deputies will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.



Activity 2: The Sheriff's Office will promote enforcement efforts by utilizing public information material provided by the OHSP through September 30, 2025.

Activity 3: As applicable, the Sheriff's Office will report required enforcement activity by the fifth day of the following month for all mandatory enforcement,

Activity 4: The Sheriff's Office will provide emergency vehicle operation training to deputies along with all local law enforcement agencies and EMS personnel at no cost to the agency using the purchased driving simulator. Purchase will be made in 2024 and used throughout 2024 and 2025.

Activity 5: E-seek barcode readers will be installed in Sheriff patrol vehicles that utilize a mobile computer terminal for patrol functions. The two dataworks fingerprint readers will be strategically deployed on patrol shifts for availability to all deputies and all local law enforcement agencies. Purchases will be made in 2024 and deployed immediately for use in 2024 and 2025.

Activity 6: Foxfury auxiliary/portable lighting will be provided to supervisors and traffic safety deputies for quick deployment at major crash scenes that occur at night. Purchases will be made in 2024 and deployed immediately for use in 2024 and 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: Macomb County Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-50**

Subrecipient (Intended Grantee): Macomb County Sheriff’s Office	Organization Type: Local Agency
Amount: \$444,235.39	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Macomb County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Macomb County Sheriff's Office along with Clinton Twp PD, Sterling Heights PD, Shelby Twp PD, St. Clair Shores PD, Warren PD, Chesterfield Twp PD, Eastpointe PD, and Utica PD intend to do enforcement for all state and national enforcement periods for FY2025. Utilization of this grant would also focus on School Bus Safety, along with all traffic safety with high visibility enforcement and community outreach with an overall goal to bring down serious injury and fatal traffic crashes. The high visibility enforcement would include impaired driving enforcement, seat belt enforcement, distracted driving enforcement, speeding enforcement, bicycle/pedestrian intersection enforcement, and school bus safety enforcement.

Funding will support the following budget categories: Personnel - Overtime, Supplies & Operating

**Project Activities:**

Activity 1: As applicable, each grant-funded agency will conduct at least three grant-funded overtime traffic enforcement details between the following dates.

October 21 - 25, 2024 (Operation Safe Stop/School Bus Safety)

October 26 - November 1, 2024 (Pedestrian Enforcement)

December 11, 2024 - January 1, 2025 (Impaired Driving Enforcement)

April 1 - 30, 2025 (Distracted Driving Enforcement)

May 19 - June 1, 2025 (Seat Belt Enforcement)

July 1 - 31, 2025 (Speed Enforcement with Great Lakes High Stakes July 21 - 25, 2025)

August 4 - 10, 2025 (Bicyclist Enforcement)

August 15 - September 1, 2025 (Impaired Driving Enforcement)

Each grant-funded agency will report required enforcement activity by the following dates:

Within five days of national and state campaigns or the fifth of each month.

Each grant-funded agency will participate in public messaging and community outreach through social media, media outlets, and the hanging of banners that are provided.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: Marquette County Multi-Agency Overtime Enforcement**

**Project Agreement Number: 2025-PT-00-52**

Subrecipient (Intended Grantee): Marquette County Sherriff’s Office	Organization Type: Local Agency
Amount: \$81,621.77	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Marquette County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Marquette County Sheriff's Office will be the lead agency/fiduciary of a multi-agency project in Marquette County to address traffic safety concerns, including impaired driving, seat belt use, distracted driving, and speed. Participating agencies will include the Marquette County Sheriff's Office, Chocolay Township Police, Forsyth Township Police, Ishpeming City Police, Marquette City Police, Negaunee City Police, and Northern Michigan University Police.

Research from the National Highway Traffic Safety Administration (NHTSA) states 94 percent of traffic crashes are due to dangerous errors or choices made by drivers. In 2022, statewide, traffic crashes increased 4 percent. In 2022, Marquette County had a total of 1,657 crashes with 4.9 percent of those involving alcohol or drugs and 203 crashes reported speed too fast. Marquette County and neighboring departments have participated in the OHSP traffic enforcement grants for numerous years, allowing each agency to focus on its individual needs.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Agencies will work each quarter of Fiscal Year 2025, grant-funded, mandatory overtime traffic enforcement period that may include impaired driving, speed, seat belt, and distracted driving. Using officers’ discretion, vehicles will be stopped for hazardous moving violations and given citations, or roadside education will be utilized.

Participating grant-funded agencies will promote traffic safety by taking advantage of the OHSP signs, brochures, social media platforms, and TV/radio outlets. Marquette County departments will work as a team for overall traffic safety by recognizing traffic safety problem areas within their jurisdiction to make

roadways throughout Marquette County safer for drivers, bikers, and pedestrians. Officers will follow the OSHP grant guidelines. Officer dailies and enforcement reports will be completed after each enforcement period. The Marquette County Sheriff's Office will fulfill grant deadlines for all participating agencies.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 5 Distracted Driving - Enforcement: High-Visibility Cell Phone Enforcement, Pages 5-14 through 5-16

# Police Traffic Services (PT)

**Project Title: Muskegon County Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-61**

Subrecipient (Intended Grantee): Muskegon County Sheriff’s Office	Organization Type: Local Agency
Amount: \$248,752.23	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Muskegon County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

This past fiscal year, the Sheriff's Office investigated seven fatal crashes, and three of those fatal crashes involved alcohol/drugs. The Sheriff's Office had 92 OUIL/OUID arrests in the last year, and 26 of those arrests involved traffic crashes. The Michigan Crash Data that has been compiled for 2022 and, shows Muskegon County had a total of 4,730 crashes in 2022, with 17 fatalities and 778 injuries. Statewide seat belt use increased from 92.9 percent in 2021 to 98.5 percent in 2022. Every 1 percent increase in seat belt use results in 10 lives saved and 100 serious injuries prevented. Norton Shores PD, Muskegon Township PD, Muskegon PD, and North Muskegon PD will also be working on the proposed 2025 OHSP Grant. The agencies will be using high visibility enforcement to increase compliance with traffic laws, such as speeding, seat belts, distracted driving, and impaired driving. All mandatory enforcement periods will be completed with the option of additional elective enforcement periods.

Funding will support the following budget categories: Personnel – Overtime, Supplies & Operating

**Project Activities:**

Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

- December 11, 2024 - January 1, 2025 (impaired driving enforcement)
- April 1 - 30, 2025 (distracted driving enforcement)
- May 15 - June 1, 2025 (seat belt enforcement)
- July 1 - 31, 2025 (speed enforcement)
- August 15 - September 1, 2025 (impaired driving enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

- October 1 - 31, 2024 (speed and distracted driving enforcement)
- November 26 - 30, 2024 (impaired driving enforcement) Thanksgiving Weekend
- December 1, 2024 - January 1, 2024 (speed enforcement)
- January 1 - February 28, 2025 (speed enforcement)
- February 9, 2025 (impaired driving) Super Bowl
- March 14 - 17, 2025 (impaired driving, no seat belt) St Patrick's Day
- June 1 - 30, 2025 (speed enforcement)
- July 1 - 31, 2025 (impaired driving, seat belt)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2025.

Activity 3: As applicable, each grant-funded agency will report required enforcement activity by the following dates:

- November 8, 2024
- December 9, 2024
- January 9, 2025
- March 7, 2025
- May 8, 2025
- June 12, 2025
- July 9, 2025
- August 6, 2025
- September 11, 2025

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35

# Police Traffic Services (PT)

**Project Title: Ottawa County Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-70**

Subrecipient (Intended Grantee): Ottawa County Sheriff’s Office	Organization Type: Local Agency
Amount: \$52,361.69	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Ottawa County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Ottawa County continues to be one of the fastest-growing counties in the state. With this continued growth, there has been a continued influx in traffic, thus leading to an increase in serious injuries and fatal crashes. The county has a diverse population from rural to college campuses, residential subdivisions, business districts, and city streets. Each one of these creates its own challenges for enforcement but excessive speed, lack of seat belt use, distracted driving, and impaired driving are all a common factor in serious and fatal crashes within Ottawa County. Since the beginning of Ottawa County’s participation in this grant, the amount of time and enforcement that has been utilized has kept the number of serious and fatal crashes down.

A continued focus in these areas of education and enforcement are a necessity to continue to keep up with the population growth and the prevention of serious and fatal crashes.

The goal of this project is to both reduce and prevent serious and fatal crashes in the county.

Funding will support the following budget categories: Personnel – Overtime.

**Project Activities:**

Activity 1: Activities will include enforcement of speed (month of July 2025), impaired driving (months of October, November, and December 2024, as well as August 2025), seat belt use (month of May 2025), and distracted driving (month of April 2025).

Activity 2: The activity for enforcement would be as follows: Two deputies would be assigned to each enforcement date for a total of five hours each. Speed, seat belt, and distracted driving enforcement would be conducted during rush hour traffic, between the hours of 7:00 a.m. and Noon. and then between 2:00 and 7:00 p.m. This is the most active traffic period, and most crashes occur during these



times. Impaired driving enforcement will take place between the hours of 9:00 p.m. and 2:00 a.m., this is usually the time that the OWI arrests occur.

Enforcement reports will be completed and submitted each month, for the previous month's enforcement period. Each month after the enforcement period an evaluation of the results will be completed.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: St. Clair County Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-74**

Subrecipient (Intended Grantee): St. Clair County Sheriff's Office	Organization Type: Local Agency
Amount: \$58,661.79	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: St. Clair County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Data obtained from MiCAT crash data indicated that persons killed in motor vehicle crashes within St. Clair County decreased from 31 in 2022 to 18 in 2023, a 42 percent decrease. Of the 18 fatalities, 12 crash reports indicated a hazardous action on behalf of the operator. The most common hazardous action types were excessive speed; unable to stop in assured clear distance; and careless or reckless driving. Alcohol was known to be involved in 4.5 percent of fatal crashes in 2023, up from 3.8 percent in 2022. Drug use in fatal crashes was down 0.3 percent over the same time period. It is noteworthy that at the time of this grant submission, there are still pending toxicology reports on deceased drivers.

The proposed project, St. Clair County Overtime Traffic Enforcement, is intended to correct and/or address these dangerous driving behaviors through increased and dedicated traffic enforcement patrols as well as continued community outreach and education.

Funding will support the following budget categories: Personnel - Overtime, Supplies & Operating

**Project Activities:**

Activity 1: To field dedicated patrols targeted at specific hazardous driving behaviors that, based upon UD-10 data, were contributing factors to a high percentage of fatality and serious injury collisions in St. Clair County in 2023. These patrols will focus on making traffic contacts to correct driving behavior through either roadside education or enforcement action. Currently using the OHSP grant funding, the Sheriff's Office fields overtime patrols that focus on speed enforcement, impaired driving enforcement, seat belt enforcement, and distracted driving enforcement. These goals will be measurable both by tracking enforcement activity (traffic stops as well as citations or arrests) throughout the year based on daily log sheets and/or the OHSP log sheets, as well as year-end UD-10 data that is accessible in the MiCAT system.

Enforcement will be conducted in the time periods listed below that coincide with public awareness campaigns and national mobilizations:

December 11, 2024 - January 1, 2025 - OWI Enforcement (National Mobilization)

April 1 - 30, 2025 - Distracted Driving Enforcement (OHSP)

May 19 - June 1, 2025 - Click It or Ticket Seat Belt Enforcement (National Mobilization)

July 1 - 31st, 2025 - Speed Enforcement (OHSP)

August 15 - September 1, 2025 - OWI Enforcement (National Mobilization)

Additional enforcement will be conducted in the following time periods:

November 20 - 30, 2024 - OWI Enforcement (Thanksgiving Holiday)

January 2 - February 28, 2025 - OWI Enforcement, Seat Belt Enforcement, Speed Enforcement

March 10 - 17, 2025 - OWI Enforcement (St. Patrick's Day Timeframe)

September 8 - 21, 2025 - OWI Enforcement, Seat Belt Enforcement, Speed Enforcement

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35

# Police Traffic Services (PT)

**Project Title: St. Joseph County Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-75**

Subrecipient (Intended Grantee): St. Joseph County Sheriff's Department	Organization Type: Local Agency
Amount: \$35,896.54	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: St. Joseph County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The St. Joseph County Overtime Traffic Enforcement will reduce the number of serious injuries and fatalities resulting from alcohol or drug-involved crashes, non-use or improper use of child restraints, speeding, and driver distraction. NHTSA conducted extensive research revealing that driver error is responsible for 94 percent of all car accidents. To address these avoidable driver behaviors, the St. Joseph County Sheriff’s Department will implement the proposed initiatives in accordance with the following national and state-identified enforcement periods:

December 11, 2024 – January 1, 2025, OWI 40 hours of enforcement

August 15 – September 1, 2025, (Labor Day) OWI 40 hours of enforcement

April 1-30, 2025, Distracted 40 hours of enforcement

July 1-31, 2025, Speed 100 hours of enforcement

May 19 - June 1, 2025, 100 hours of enforcement

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: OWI, speed, and distracted driving enforcement.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35

# Police Traffic Services (PT)

**Project Title:** Shiawassee County Multi-Agency Overtime Traffic Enforcement

**Project Agreement Number:** 2025-PT-00-78

Subrecipient (Intended Grantee): Shiawassee County Sheriff's Office	Organization Type: Local Agency
Amount: \$40,821.63	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Shiawassee County	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The number of crashes and serious crashes continues to rise. High-visibility enforcement increases compliance with traffic laws and as a result should reduce the injuries that result from traffic crashes. This project includes overtime traffic enforcement during the national enforcement periods.

Funding will support the following budget categories: Personnel - Overtime

## **Project Activities:**

Activity 1: National and state-identified enforcement periods like impaired driving enforcement, speed enforcement, and distracted driving enforcement. The Sheriff's Office, Owosso Police Department, and Perry Police Department will have officers on the road during these enforcement periods. Submit enforcement reports within a week of enforcement periods. The evaluation will be completed at the end of the enforcement.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35

# Police Traffic Services (PT)

**Project Title: Van Buren County Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-80**

Subrecipient (Intended Grantee): Van Buren County Sheriff’s Office	Organization Type: Local Agency
Amount: \$30,067.78	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Van Buren County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The U.S. Code: Title 23: Section 404 requires a statewide, high-visibility special traffic enforcement program (STEP) for impaired driving and occupant protection and that emphasizes publicity during three campaigns – impaired driving in December, occupant protection in May, and impaired driving in August.

NHTSA defines distracted driving as anything that diverts the driver’s attention from the primary tasks of driving the vehicle and responding to critical events, anything that takes the driver’s eyes off the road (visual distraction), hands off the wheel (manual distraction), or mind off the driving task (cognitive distraction).

Traffic safety campaigns are most successful when accompanied by public information. The Van Buren County Sheriff’s Office will be used to request that the OHSP develop and assist with the distribution of public information materials on their behalf to enhance the enforcement campaigns.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

Impaired (Drive Sober or Get Pulled Over)

December 15, 2024 - January 1, 2025

August 16 - September 2, 2025

Seat Belt (Click It or Ticket)

May 20 - June 2, 2025

Speed: January, February, and July 2025

Other enforcement types as identified

Activity 2: Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Activity 3: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: Washtenaw County Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-81**

Subrecipient (Intended Grantee): Washtenaw County Sheriff's Office	Organization Type: Local Agency
Amount: \$448,550.69	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Washtenaw County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

High-visibility enforcement increases compliance with traffic laws. Establish additional patrols around times where consumption of alcohol is increased and the number of vehicles on the roadway with miles traveled is increased.

National Impaired Driving Enforcement

December 11- January 1, 2025

August 15 - September 1, 2025

Local Impaired Driving Enforcement

November 26 - December 1, 2024 (long Thanksgiving weekend)

February 7 - February 10, 2025 Super Bowl Weekend

March 14 - March 18, 2025 St Patrick's weekend

May 23 - May 27, 2025 Memorial Day Weekend

July 2 - July 7, 2025 Fourth of July (long weekend)

Click It or Ticket (Seat Belt Enforcement)

May 19 - June 1, 2025

OHSP Enforcement Periods

Operation Safe Stop – October 21 - 25, 2024



Speed – July

Distracted Driving – April

Departments that will be participating in the enforcement period are Washtenaw County Sheriff's Office, City of Ann Arbor PD, City of Saline PD, Northfield Township PD, Pittsfield Township PD, and Chelsea PD.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Enforcement periods would include the following.

National Impaired Driving Enforcement

December 11 - January 1, 2025

August 15 - September 1, 2025

Local Impaired Driving Enforcement

November 26 - December 1, 2024 (long Thanksgiving weekend)

February 7 February 10, 2025 Super Bowl Weekend

March 14 - March 18, 2025 St Patrick's weekend

May 23 - May 27, 2025 Memorial Day Weekend

July 2 - July 7, 2025 Fourth of July (long weekend)

Click It or Ticket (Seat Belt Enforcement)

May 19 - June 1, 2025

OHSP Enforcement Periods

Operation Safe Stop – October 21-25, 2024

Speed – July

Distracted Driving – April

Enforcement reports will be submitted within 10 days following the end of each enforcement period.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: Wayne County Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-00-82**

Subrecipient (Intended Grantee): Downriver Community Conference / Wayne County Sheriff Office	Organization Type: Local Agency
Amount: \$320,803.52	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Wayne County	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

There are multiple traffic safety problems this proposal is meant to address (serious injury and fatal crashes). The following programs, while not all inclusive, are the problem areas that will be addressed: (Safety areas also include enforcement)

Impaired (Drive Sober or Get Pulled Over)

December 11, 2024 - January 1, 2025

August 15 - September 1, 2025 (+ add. vol. enf. dates)

Seat Belt (Click It or Ticket)

May 19 - June 1, 2025

Speed:

July 1-31, 2025

Distracted:

April 1 - 30, 2025 (+ add. vol. enf. dates)

Operation Safe Stop/School Bus Safety Week:

October 21 - 25, 2024 (+ add. vol. enf. dates)

Pedestrian:

October 26 - November 1, 2024 (+ add. vol. enf. dates)

Bicyclist:

August 4 - 10, 2025 (+ add. vol. enf. dates)

PDs included in this proposal:

Wayne County Sheriff Patrol (also shared admin with DCC)

Canton Twp

Dearborn

Dearborn Heights

Taylor

Westland

Livonia

Inkster

Lincoln Park

Southgate

Woodhaven

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Educate and enforce traffic laws regarding intersections as related to motor vehicle traffic in order to reduce crashes, injuries, and fatalities.

Activity 2: Educate and enforce traffic laws regarding distracted driving as related to motor vehicle traffic in order to reduce crashes, injuries, and fatalities.

Activity 3: Educate and enforce traffic laws regarding seat belt use as related to motor vehicle traffic in order to reduce crashes, injuries, and fatalities.

Activity 4: Detect and enforce the law regarding drunk and drugged driving to reduce crashes, injuries, and fatalities.

Activity 5: Educate and enforce traffic laws regarding school buses as related to motor vehicle traffic in order to reduce crashes, injuries, and fatalities.

Activity 6: Educate and enforce traffic laws regarding speeding as related to motor vehicle traffic in order to reduce crashes, injuries, and fatalities.

Activity 7: To submit enforcement reports within five days of the end of national or state campaigns. Any elective enforcement reports due the fifth of each month.

Activity 8: Education of the general public and drivers will be via a combination of social media, flyers, banners posted for passing drivers, and news media.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: MSP First District Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-01-IG**

Subrecipient (Intended Grantee): Michigan State Police - First District	Organization Type: State Agency
Amount: \$314,639.50	Federal Funding Source: 405d FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): FDL*PT-2025-PT-01-IG
Eligible Use of Funds (GTS Description): BIL 405d (FLEX) Low Traffic Enforcement Services	SIGMA Code(s): 265101, 265102 (grantee provided)
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, and Washtenaw Counties	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

There is a high number of crashes, speeding, impaired driving, and fatalities. First District will be scheduling enforcement during the national enforcement periods in December, May, and/or August. The First District worksites will be proactive using high-visibility enforcement which increases compliance with traffic laws. The below-identified initiatives will be targeted during select enforcement periods. The First District is also requesting grant funds to purchase 20 new LIDAR units to enhance speed enforcement activities.

- Speed Enforcement
- Distracted Driving
- Seat Belt
- Impaired Driving
- Move Over
- Aggressive Driving\*

\* Racing, frequently changing lanes, cutting off other drivers, failing to signal, tailgating

Funding will support the following budget categories: Personnel - Overtime, Supplies & Operating

**Project Activities:**

Activity 1: Enforcement will be conducted throughout the project.

Enforcement activity will be reported within five days of each enforcement period, monthly.

Activity 3: An evaluation of fatal and serious injury crashes for the grant year 2025 will be conducted and progress toward achieving the goals of the project will be provided in the final progress report.

The First District is requesting grant funds to purchase 20 new LiDAR units. If funding is approved, the First District would place the order no later than November 1, 2024. This will allow time for purchasing to process the order and deliver it from the vendor in a timely fashion, so the new equipment is ready for use at the beginning of 2025.

See the attached First District calendar outlining the enforcement activities for OHSP FY25.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35

# Police Traffic Services (PT)

**Project Title: MSP Second District Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-02-IG**

Subrecipient (Intended Grantee): Michigan State Police - Second District	Organization Type: State Agency
Amount: \$406,240.94	Federal Funding Source: 405d FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): FDL*PT-2025-PT-01-IG
Eligible Use of Funds (GTS Description): BIL 405d (FLEX) Low Traffic Enforcement Services	SIGMA Code(s): 265201, 265202 (grantee provided)
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Macomb, Oakland, and Wayne Counties	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

High-visibility enforcement increases compliance with traffic laws.

During the FY25 enforcement periods, the MSP Second District will be addressing the following: Impaired driving, distracted driving, seat belt, and speed enforcement upon the freeway system within the Detroit Metropolitan area. The goal is to educate the public about the risks of hazardous driving and to lower injury/fatal crash rates.

Funding will support the following budget categories: Personnel - Overtime, Indirect Costs

**Project Activities:**

Activity 1: Each grant-funded worksite will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

December 15, 2024 - January 1, 2025 (impaired driving enforcement)

April 1 - 30, 2025 (distracted driving enforcement)

May 20 - June 2, 2025 (seat belt enforcement)

July 1 - 31, 2025 (speed enforcement)

August 16 - September 2, 2025 (impaired driving enforcement)

Troopers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Each grant-funded worksite will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2025.

As applicable, each grant-funded worksite will report required enforcement activity by the following dates:

January 8, 2025

May 6, 2025

June 10, 2025

August 12, 2025

September 9, 2025

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29



# Police Traffic Services (PT)

**Project Title: MSP Third District Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-03-IG**

Subrecipient (Intended Grantee): Michigan State Police - Third District	Organization Type: State Agency
Amount: \$316,548.30	Federal Funding Source: 405d FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): FDL*PT-2025-PT-01-IG
Eligible Use of Funds (GTS Description): BIL 405d (FLEX) Low Traffic Enforcement Services	SIGMA Code(s): 265301, 265302 (grantee provided)
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Arenac, Bay, Genesee, Gladwin, Huron, Iosco, Lapeer, Midland, Ogemaw, Saginaw, St. Clair, Sanilac, Shiawassee, and Tuscola Counties	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The 2025 Third District Traffic Safety Plan intends to address critical traffic safety issues within fourteen-county service area. Overtime High-Visibility Enforcement (HVE) supporting national mobilization periods and locally recognized high-risk traffic periods will provide enforcement of traffic violations, including speed, impaired driving, distracted driving, and seat belt misuse, which will result in a decrease in traffic crashes and traffic crash fatalities within the Bay Region.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Project Activity 1: Each grant-funded worksite will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

Impaired (Drive Sober or Get Pulled Over)

December 11, 2024 - January 1, 2025

August 15 - September 1, 2025

Seat Belt (Click it or Ticket)

May 19 - June 1, 2025

Additionally, each grant-funded worksite will conduct grant-funded impaired driving, speed, and seat belt overtime traffic enforcement details during the following periods:

Operation Safe Stop/School Bus Safety Week: October 21 - 25, 2024

Distracted: April 1 - 30, 2025

Speed: July 1-31, 2025

Great Lakes High Stakes: July 21-25, 2025

Other enforcement types as identified by each worksite as voluntary enforcement periods.

Troopers will stop vehicles for hazardous moving violations and take appropriate enforcement action each month during the enforcement periods.

Activity 2: Each grant-funded worksite will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2025.

Activity 3: As applicable, each grant-funded worksite will report required enforcement activity by the 10th of each month following any enforcement period in the previous month.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: MSP Fifth District Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-05-IG**

Subrecipient (Intended Grantee): Michigan State Police - Fifth District	Organization Type: State Agency
Amount: \$257,012.68	Federal Funding Source: 405d FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): FDL*PT-2025-PT-01-IG
Eligible Use of Funds (GTS Description): BIL 405d (FLEX) Impaired Driving Low 402 Projects Traffic Enforcement Services	SIGMA Code(s): 265501, 265502 (grantee provided)
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Allegan, Barry, Berrien, Branch, Calhoun, Cass, Kalamazoo, St. Joseph, and Van Buren Counties	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

According to comprehensive research from NHTSA, over 94 percent of all crashes are the result of driver error.

Fifth District members will provide high visibility in special traffic enforcement periods to reduce speed, distracted driving, OWI/impaired driving, and lack of seat belt usage throughout the 2025 fiscal year.

Funding will support the following budget categories: Personnel - Overtime, Indirect Costs

**Project Activities:**

Activity 1: OHSP Enforcement Periods

Speed – July

Distracted Driving – April

Elective Enforcements/Dates:

October 1 - 31, 2024 (Speed Enforcement)

November 1 - 30, 2024 (Speed & Impaired Enforcement)

December 1 - 31, 2024 (Speed Enforcement)

March 1 - 31, 2025 (Speed & Impaired Enforcement)

April 1 - 30, 2025 (Distracted Driving Enforcement)

May 1 - 18, 2025 (Seat Belt Enforcement)

June 1 - 30, 2025 (Speed, Distracted Driving, & Seat Belt Enforcement)

September 1 - 13, 2025 (Speed Enforcement)

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35

# Police Traffic Services (PT)

**Project Title: MSP Sixth District Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-06-IG**

Subrecipient (Intended Grantee): Michigan State Police - Sixth District	Organization Type: State Agency
Amount: \$316,563.44	Federal Funding Source: 405d FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): FDL*PT-2025-PT-01-IG
Eligible Use of Funds (GTS Description): BIL 405d (FLEX) Low Traffic Enforcement Services	SIGMA Code(s): 265601, 265602 (grantee provided)
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Clare, Gratiot, Ionia, Isabella, Kent, Lake, Mason, Mecosta, Montcalm, Muskegon, Newaygo, Oceana, Osceola, and Ottawa Counties	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Sixth District is requesting an OHSP grant for enforcement initiatives that are directly related to traffic safety needs specific within these post areas, including the Sixth District Special Investigation Section, Enforcement Team (SET), Grand Rapids Post, Hart Post, Mount Pleasant Post, and Lakeview Post. The counties include Kent, Muskegon, Ottawa, Lake, Mason, Newaygo, Oceana, Clare, Isabella, Mecosta, Osceola, Gratiot, Ionia, and Montcalm.

Fatalities and serious injuries are rising, and the total number of crashes continues to be high in the Sixth District. High-visibility enforcement increases compliance with traffic laws and as a result should reduce the injuries that result from traffic crashes.

Funding will support the following budget categories: Personnel - Overtime, Indirect Costs

**Project Activities:**

Activity 1: Troopers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods. With the increased use of the department’s Public Information Officer, the public will be notified and educated on traffic safety laws and the enforcement periods. Each grant-funded worksite will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2025. The enforcement periods will be supported by public information and awareness campaigns. Ads will be running while doing enforcement.

As applicable, each grant-funded worksite will report required enforcement activity following the end of each enforcement period.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: MSP Seventh District Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-07-IG**

Subrecipient (Intended Grantee): Michigan State Police - Seventh District	Organization Type: State Agency
Amount: \$264,065.93	Federal Funding Source: 405d FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): FDL*PT-2025-PT-01-IG
Eligible Use of Funds (GTS Description): BIL 405d (FLEX) Low Traffic Enforcement Services	SIGMA Code(s): 265701, 265702 (grantee provided)
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Alcona, Alpena, Antrim, Benzie, Charlevoix, Cheboygan, Crawford, Emmet, Grand Traverse, Kalkaska, Leelanau, Manistee, Missaukee, Montmorency, Oscoda, Otsego, Presque Isle, Roscommon, and Wexford Counties	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Seventh District posts will conduct impaired driving, speed, seat belt, and distracted driving enforcement.

Funding will support the following budget categories: Personnel - Overtime, Indirect Costs

**Project Activities:**

Activity 1: The MSP Cadillac Post OHSP fiscal year 2025 project consists of several traffic enforcement categories, including impaired driving from October 1, 2024, through September 30, 2025. The OHSP fiscal year 2022 crash data, shows that there were 3,011 crashes, including four fatalities. In 2022, there was a total of 98 crashes involving drugs or alcohol.

Activity 2: The MSP Cadillac Post will conduct grant-funded overtime traffic enforcement details during appropriate enforcement periods, concentrating on reducing these alcohol and drug-involved fatal crashes by proactive, high-visibility traffic enforcement efforts. Troopers will stop vehicles for hazardous moving violations and take appropriate enforcement action during the enforcement periods.

Activity 3: The MSP Cadillac Post will promote enforcement efforts by utilizing public information materials and signage provided by the OHSP, as well as the Seventh District PIO. These efforts will spread awareness to the public and decrease the likelihood of dangerous driving behaviors.

As applicable, each grant-funded worksite will report required enforcement activity within five days of the end of each enforcement period. An evaluation of crashes will be conducted and progress toward achieving the goals of the project will be provided in a final progress report.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29



# Police Traffic Services (PT)

**Project Title: MSP Eighth District Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-08-IG**

Subrecipient (Intended Grantee): Michigan State Police - Eighth District	Organization Type: State Agency
Amount: \$295,834.61	Federal Funding Source: 405d FLEX
Local Expenditure (402 AND 164): N/A	GTS Code(s): FDL*PT-2025-PT-01-IG
Eligible Use of Funds (GTS Description): BIL 405d (FLEX) Low Projects Traffic Enforcement Services	SIGMA Code(s): 265801, 265802 (grantee provided)
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, and Schoolcraft Counties	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Michigan State Police (MSP) Eighth District will focus on making travel safer in the Upper Peninsula (U.P.) by focusing on impaired (OWI and OUID) driving offenses, seat belts, distracted driving, and speeding offenses. Directed patrols concentrating on speed enforcement, seat belt use, distracted driving, and impaired driving along major trunk lines and known "hot spots", specifically during high traffic times and seasons, should result in a reduction of impaired driving offenses and speeders. This should reduce the severity and number of crashes, especially those that cause injuries and deaths.

Funding will support the following budget categories: Personnel - Salaries & Wages, Personnel - Overtime, Indirect Costs

**Project Activities:**

Activity 1: The Michigan State Police (MSP) Eighth District will focus on making travel safer in the Upper Peninsula (U.P.) by focusing on impaired (OWI and OUID) driving offenses, seat belts, distracted driving, and speeding offenses. Directed patrols concentrating on speed enforcement, seat belt use, distracted driving, and impaired driving along major trunk lines and known "hot spots", specifically during high traffic times and seasons, should result in a reduction of impaired driving offenses and speeders. This should reduce the severity and number of crashes, especially those that cause injuries and deaths.

The goal of this initiative will be accomplished through enhanced enforcement of motorist’s hazardous actions that contribute to most crashes across the district. Enhanced enforcement efforts will primarily focus on excessive speed, OWI/OUID, and seat belts. The district will strive to increase enforcement of

hazardous actions by 25 percent and OWI/OUID by 10 percent. The theory of this initiative is that enhanced enforcement will deter motorists from engaging in hazardous and/unsafe driving, thus lowering the total number of crashes in the Upper Peninsula.

Directed patrol shifts will be scheduled during periods of increased impairment due to local events and holiday celebrations, as well as during times of increased travel to focus on speed enforcement.

Activity 2: Additionally, the St. Ignace Post will conduct enforcement at the Mackinac Bridges consisting of one sergeant and 2 to 4 troopers assigned to dedicated traffic enforcement on the bridge during the relevant time periods. The sergeant, attired in an undercover/unmarked capacity, will integrate with construction/maintenance personnel on the bridge and utilize both LIDAR and visual observations to identify hazardous traffic violations in the construction zone. The sergeant will “call out” the suspect vehicles to troopers waiting at a safe location on the end(s) of the bridge, who will then conduct traffic stops of the violators and take appropriate enforcement action. Specific emphasis will be placed on enforcement of laws relating to alcohol and/or drug impairment, speed, texting while driving, seat belt use, and lane use. It should be noted that approximately one week before these details begin, information about the planned details will be disseminated to the public by the Eighth and Seventh District public information officers. After the detail concludes, an update will be publicized regarding the results. This will ensure the broadest possible impact on the motoring public and the greatest impact on public safety.

Enforcement will be conducted throughout the year, including the National Impaired Driving Enforcement periods of December 11 - January 1, 2025, and August 15 - September 1, 2025, as well as the Click It or Ticket (seat belt enforcement) period of May 19 - June 1, 2025. Enforcement will also take place during the OHSP enforcement periods of April 2025 (distracted driving) and July 2025 (speed). Enforcement reports will be completed within a week of activity completion.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 2 Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 and 2-17

# Police Traffic Services (PT)

**Project Title:** City of Detroit Traffic Safety Program

**Project Agreement Number:** 2025-PT-09-00

Subrecipient (Intended Grantee): City of Detroit	Organization Type: Local Agency
Amount: \$159,250.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Wayne County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

According to comprehensive research from the National Highway Traffic Safety Administration (NHTSA), 94 percent of all crashes are the result of driver error.

The U.S. Code: Title 23: Section 404 requires a statewide, high-visibility special traffic enforcement program (STEP) for impaired driving and occupant protection and that emphasizes publicity during three campaigns – impaired driving in December, occupant protection in May, and impaired driving in August.

Distracted driving represents a dangerous behavior on today’s roadways. The Michigan traffic crash data from 2016-2020 identified the high number of people seriously injured or killed where the crash was coded as alcohol-involved and/or drug-involved. An evaluation of fatal and serious injuries will be conducted and included as part of the final progress report. Furthermore, the county of Wayne has one of the highest pedestrian and/or bicyclist fatality and serious injury counts in the state.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Grant-funded overtime traffic enforcement details will be run during the following enforcement periods:

Impaired (Drive Sober or Get Pulled Over) - December 11, 2024 - January 1, 2025

Seat Belt (Click It or Ticket) - May 19 - June 1, 2025

Distracted Driving: April 1 - 30, 2025

Speed: July 1 - 31, 2025

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Activity 2: DPD will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2025.

Activity 3: Pedestrian Bicycle Enforcement

Plan and execute two patrols during the overtime enforcement effort focused on keeping pedestrians safe from October 26 - November 1, 2024.

Plan and execute two patrols during the overtime enforcement effort focused on keeping bicyclists safe from August 4 - 10, 2025.

Plan and execute additional overtime enforcement on traffic laws designed to protect pedestrians and bicyclists that align with local crash data before September 30, 2025.

Promote and publicize all enforcement efforts by utilizing public education materials and media events or releases provided/facilitated by the OHSP by September 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: Oakland County Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-10-00**

Subrecipient (Intended Grantee): Transportation Improvement Association (TIA)	Organization Type: Non-profit
Amount: \$457,698.32	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: 20%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Oakland County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):** Oakland County is the second most populated county in the state of Michigan. It ranks second in crashes involving impaired, distracted, seatbelt usage, and excessive speed. The agencies participating will include Auburn Hills, Birmingham, Bloomfield Hills, Farmington Hills, Ferndale, Lathrup Village, Madison Heights, Novi, Oakland County Sheriff, Royal Oak, Southfield, and Troy. They will participate in the national and state traffic enforcement periods, as well as other dates. The agencies will identify areas in their jurisdictions based on crash data and assign their officers to them.

Funding will support the following budget categories: Personnel - Overtime, Indirect Costs

**Project Activities:**

Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

Mandatory enforcement periods will include:

December 11, 2024 - January 1, 2025 (Drive Sober or Get Pulled Over)

May 19 - June 1, 2025 (seat belt enforcement, Click It or Ticket)

July 1 - 31, 2025 (impaired driving, seat belt, and speed enforcement)

August 15 - September 1, 2025 (impaired driving enforcement, Drive Sober or Get Pulled Over)

Elective enforcement periods will include:

October 21 - 25, 2024 (Operation Safe Stop/School Bus Safety)

November 22 - 30, 2024 (Drive Sober or Get Pulled Over)

March 14 - 17, 2025 (Drive Sober or Get Pulled Over)

April 1 - 30, 2025 (distracted driving enforcement)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2025.

Activity 3: As applicable, each grant-funded agency will report required enforcement activity by the provided dates.

Activity 4: A final progress report will be submitted at the conclusion of the grant by each agency.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: Brownstown Police Department Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-12-00**

Subrecipient (Intended Grantee): Brownstown Township Police Department	Organization Type: Local Agency
Amount: \$48,570.15	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: TBD
Location and Affected Communities: Wayne County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Traffic crashes along the Telegraph Road and Dix-Toledo corridors were less in 2023 than the previous year. There was a reduction in total crashes from 646 to 599 (down 7 percent), property damage crashes from 507 to 469 (down 7 percent), and injury crashes went from 135 to 129 (down 4.5 percent). This can be partly attributed to aggressive enforcement by officers working the OHSP overtime shifts, which reduced the frequency and severity of the crashes. With this funding, Brownstown Police will be able to continue its enforcement tactics in hopes of further reducing crashes by enforcing distracted driving, speed, seat belt, and impairment laws during high traffic hours. Officers will track school bus stop light violations and Move Over Law violations in order to gather comparable data going into the FY25 grant period.

Funding will support the following budget categories: Personnel - Overtime, Supplies & Operating

**Project Activities:**

Activity 1: Participation will continue in all kick-off campaigns and maintain traffic safety literature in Wayne County police station and high school kiosks. All enforcement segments will be advertised by electronic marquees within the township and posted on both the township’s and the police department’s social media accounts.

Brownstown Police will aggressively participate in all mandatory enforcement periods set by the OHSP and will again seek authorization to do traffic enforcement details in the off months.

All enforcement activity will be reported within a week of each enforcement period.

The number of traffic crashes for the grant year will be collected and the progress toward achieving a lower overall number will be reported in the final progress report.

In addition to the mandatory enforcement periods, there will be several elective enforcement periods focusing on speed, distracted, and seat belt violations that will run for much of the year.

Depending on the funding award, multiple detail cars will work at the same time to show an overwhelming enforcement effort to motorists.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35



# Police Traffic Services (PT)

**Project Title:** Escanaba Department of Public Safety Overtime Traffic Enforcement

**Project Agreement Number:** 2025-PT-13-00

Subrecipient (Intended Grantee): City of Escanaba	Organization Type: Local Agency
Amount: \$28,531.24	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Delta County	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Four major highways travel through the City of Escanaba and the increase of traffic fatalities in the area continues to grow and they are concerning. The Escanaba Public Safety Department would like to provide high visibility patrols to educate the community and surrounding areas. This can only be done with overtime funding and extra patrols aside from daily on-duty activities.

The Escanaba Public Safety Department believes the traffic safety campaigns are most successful when accompanied by public information. A request will be made that the OHSP develop and assist with distribution of public information materials on behalf of Delta County to enhance the enforcement campaigns.

The community consists of a local high school and a community college, which increases concerns with distracted driving.

Funding will support the following budget categories: Personnel - Overtime

## **Project Activities:**

Activity 1: The Escanaba Public Safety Department will provide the following dates and activities:

National Impaired Driving Enforcement Period

December 15, 2024 - January 1, 2025

August 16 - September 2, 2025

Click It or Ticket

May 20 - June 2, 2025

Distracted Driving

April 1 - 30, 2025

Speed

July 1 - 31, 2025

In addition, conducting elective traffic enforcement as funding and staffing allows. Conducting community outreach efforts to promote all enforcement efforts. Presentations will be scheduled at the schools to include Bay College and/or hand out printed materials for safety.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 2 Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 and 2-17

# Police Traffic Services (PT)

**Project Title: Holland Department of Public Safety Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-14-00**

Subrecipient (Intended Grantee): Holland Department of Public Safety	Organization Type: Local Agency
Amount: \$16,980.34	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Allegan County and Ottawa County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

According to the National Highway Traffic Safety Administration, 3,522 of the nation's fatal crashes involved a distracted driver in 2021. This number represents 8 percent of all traffic fatalities in the United States.

The Holland Department of Public Safety wishes to take part in the national effort to bring attention to distracted driving through an enforcement campaign which will occur April 1 - April 30, 2025. Officers will work overtime shifts to locate, stop, and take enforcement action on distracted drivers during dedicated shifts.

It is acknowledged that accurately measuring the reduction in overall crashes poses a challenge. Drivers are often reluctant to give information to law enforcement about their level of distraction at the time of a crash. Although difficult, it will be measurable at a national level if enough law enforcement partners participate in efforts to enforce distracted driving laws.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Distracted driving enforcement will be conducted by officers on overtime details. Their shifts will be 8 hours in length with dedicated specifically to enforcement per the OHSP guidelines on shift activity.

Activity 2: Traffic Enforcement under the grant will be performed in the City of Holland, Michigan by MCOLES certified law enforcement officers. Enforcement activity will run with the national enforcement campaign, April 1 - 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 5 Distracted Driving - Enforcement:  
High-Visibility Cell Phone Enforcement, Pages 5-14 through 5-16

# Police Traffic Services (PT)

**Project Title: Huron Township Police Department Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-15-00**

Subrecipient (Intended Grantee): Huron Township Police Department	Organization Type: Local Agency
Amount: \$37,245.40	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Wayne County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Huron Township Police Department (HTPD) has identified four areas of traffic problems that need to be addressed to enhance the safety of drivers, and their passengers, and pedestrians. According to comprehensive research from the National Highway Traffic Safety Administration (NHTSA), 94 percent of all crashes are the result of driver error.

The U.S. Code: Title 23: Section 404 requires a statewide, high-visibility special traffic enforcement program (STEP) for impaired driving and occupant protection that emphasizes publicity during a minimum of three campaigns - impaired driving in December, occupant protection in May, and impaired driving in August. The Huron Township Police Department intends to use grant funds to participate in statewide traffic enforcement periods focusing on impaired driving, seat belt use, speed, and distracted driving as well as department-initiated enforcement periods addressing these issues.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Record Keeping: Enforcement activities are documented on a daily log and turned into the Sergeant. Enforcement and financial report will be prepared by the Sergeant and submitted as required. These records will be data-specific for the coverage periods.

HTPD will conduct grant-funded overtime traffic enforcement details between the following enforcement periods:

December 1, 2024 - February 28, 2025 (speed enforcement)

December 16, 2024 - January 1, 2025 (impaired driving enforcement)

May 15 - June 4, 2025 (seat belt enforcement)

July 1 - 30, 2025 (impaired driving, seat belt, and speed enforcement); and

August 10 - September 4, 2025 (impaired driving enforcement).

HTPD may choose to conduct enforcement details between the following elective enforcement periods:

November 21 - 27, 2024 (impaired driving enforcement); and

April 1 - 30, 2025 (distracted driving enforcement).

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement actions each week during the enforcement periods.

Enforcement activity and financial reports shall be submitted as required by the grant.

The timeframes for enforcement are achievable with the requested manpower hours. The Sergeant in charge of overseeing this project is capable of training, motivating, and overseeing officers to bring this project to a safe and successful fruition.

Upon award of the grant, the Chief, Grant Administrator, and assigned Sergeant shall review all guidelines of application. Only officers that are officially trained as radar operators and have received standardized field sobriety test training will be eligible to work the selective enforcement details.

The Sergeant shall develop overtime scheduling and ensure proper training for all officers involved. These steps will be completed prior to the enforcement detail on December 1, 2024.

The Grant Administrator shall ensure that the Chief and Sergeant understand when reports are due, that they contain the necessary information, and are submitted as required.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35

# Police Traffic Services (PT)

**Project Title: Jackson Police Department Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-17-00**

Subrecipient (Intended Grantee): Jackson Police Department	Organization Type: Local Agency
Amount: \$26,767.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Jackson County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The problem is not having enough enforcement time for officers to adequately enforce/investigate OWI/OUID crimes/accidents and non-compliance of seat belt laws. Jackson County has not been fully staffed in many years. The reason is over the years staffing levels have gone down and officers now spend more time answering calls for service instead of traffic enforcement. By receiving this grant, it will allow us to post overtime for specific targeting of traffic enforcement to include OWI/OUID crimes and non-compliance of seat belt laws. This should allow us to get better compliance of the seat belt laws and to reduce OWI/OUID crimes/accidents which could result in preventing injuries and or death. This will create a safer environment for everyone in the City of Jackson.

Luckily, this current year, the County is closer to being fully staffed in comparison to last year, staffing should not be a problem for the remainder of the year.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Overtime postings for specific seat belt enforcement periods during the year to include mandatory enforcement dates and non-mandatory enforcement.

The overtime will be broken down into 4- and 6-hour blocks of enforcement time throughout the year.

When more than one officer is working at the same time, one will act as a spotter and call out traffic stops for the other vehicles.

Activity 2: Banners will be posted in front of the stations that were previously given to us by the state to notify the public of the enforcement activity.

All enforcement reports will be completed by the required time detailing the results of the specific enforcement time frames.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 2 Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 and 2-17



# Police Traffic Services (PT)

**Project Title: Lansing Police Department Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-18-00**

Subrecipient (Intended Grantee): Lansing Police Department	Organization Type: Local Agency
Amount: \$330,780.74	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s):454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: SPEEDALERT 24 RADAR MESSAGE SIGN: \$63,799.48	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Ingham County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

According to comprehensive research from the National Highway Traffic Safety Administration (NHTSA), 94 percent of all crashes are the result of driver error.

The U.S. Code: Title 23: Section 404 requires a statewide, high-visibility special traffic enforcement program (STEP) for impaired driving and occupant protection and that emphasizes publicity during three campaigns – impaired driving in December, occupant protection in May, and impaired driving in August.

Distracted driving represents a dangerous behavior on today’s roadways. Speed, including aggressive, careless driving, represents another dangerous behavior on today's roadways. The Lansing Police Department will conduct traffic enforcement during all mandatory enforcement periods identified by the OHSP.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

October 21 - 25, 2024 (Operation Safe Stop/School Bus Safety Week)

October 26 - November 1, 2024 (pedestrian)

December 11, 2024 - January 1, 2025 (impaired driving enforcement)

April 1 - 30, 2025 (distracted driving enforcement)

May 19 - June 1, 2025 (seat belt enforcement)

July 1 - 31, 2025 (speed enforcement)

August 15 - September 1, 2025 (impaired driving enforcement)

Each grant-funded agency may conduct enforcement details between the following elective enforcement periods:

November 21 - 27, 2024 (impaired driving enforcement)

December 1, 2024 - February 28, 2025 (speed enforcement)

March 1 - 31, 2025 (distracted driving enforcement, speed enforcement)

July 1 - 31, 2025 (impaired driving and seat belt)

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods.

Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2025.

Activity 3: As applicable, each grant-funded agency will report required enforcement activity by the following dates:

December 5, 2024

January 9, 2025

March 7, 2025

May 8, 2025

June 12, 2025

August 6, 2025

September 11, 2025

Activity 1: Plan and execute two patrols during the overtime enforcement effort focused on keeping pedestrians safe from October 26 - November 1, 2024.

Activity 2: Plan and execute one patrol during the overtime enforcement effort focused on keeping bicyclists safe from August 5 - 11, 2025.

Activity 3: Plan and execute additional eleven overtime enforcement effort focused on traffic laws designed to protect pedestrians and bicyclists that align with local crash data by September 30, 2025.

Activity 4: Promote and publicize all enforcement efforts by utilizing public education materials and media events or releases provided/facilitated by the OHSP by September 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35

# Police Traffic Services (PT)

**Project Title: Meridian Township Police Department Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-20-00**

Subrecipient (Intended Grantee): Meridian Township Police Department	Organization Type: Local Agency
Amount: \$8,394.29	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Ingham County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Meridian Township Police Department views traffic safety as a primary focus of keeping the community safe. The Department takes enforcement action in areas designated as directed patrols based on review of traffic crash data, citizen complaints, and traffic problems that are created as a result of road closures. Speed monitoring instruments, including a speed trailer and speed signs, are used to complete traffic studies regarding speed-related safety concerns and traffic counts. The equipment is used to educate the motorists and can be deployed easily in areas identified internally or through citizen reporting.

Over the past three years, traffic crash totals and traffic crashes involving injury have been increasing. In 2022, total crashes (808) were up approximately 4 percent from the previous year (786) and roughly 28 percent from 2020. In 2022, 7 percent of Meridian Township's crashes involved a distracted driver (53). In 2022, there were 23 alcohol-involved crashes.

Community complaints about reckless driving behavior and speed dominate police department public meetings. Many of the complaints of this driving behavior occur in residential areas.

With this grant, the Meridian Township Police Department will fund high visibility targeted patrols with officers to address high accident areas and high community complaint areas. These high-visibility patrols will target speeding violations, distracted drivers, and alcohol- and/or drug-impaired drivers.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Use Numetric traffic crash mapping system to determine high traffic crash intersections/areas within Meridian Township.

Activity 2: Each quarter (April, August, and December), the department will assign two officers to a high traffic crash area in 6-hour blocks. These officers will concentrate on high risk driving behaviors such as speeding, disregarding traffic control devices, distracted driving, and reckless driving.

Activity 3: Each quarter, the department will conduct a social media campaign to educate/inform the public of the increased patrols and the specific targeted behaviors.

Activity 4: Use Numetric traffic crash mapping system to monitor number of crashes during grant period.

Activity 5: Send a survey on PowerEngage software to the neighborhood leaders querying satisfaction levels in regard to traffic enforcement in the residential neighborhoods.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35

# Police Traffic Services (PT)

**Project Title: Mt Pleasant Police Department Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-21-00**

Subrecipient (Intended Grantee): Mount Pleasant Police Department	Organization Type: Local Agency
Amount: \$22,616.25	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Isabella County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The purpose of this project is to help with impaired driving traffic enforcement. This project will fund overtime shifts for the Mount Pleasant Police Department to focus solely on impaired driving enforcement within Mount Pleasant. Mount Pleasant Police Department will use road patrol officers on an 8:00 p.m. to 4:00 a.m. shift on multiple dates, including the mandatory timelines to strictly enforce the laws against drinking under the influence of alcohol and/or drugs. Officers assigned to this grant will investigate all traffic enforcement where impaired driving may be a factor. There will be 15 two-man overtime shifts offered through this grant. Mount Pleasant Police Department had 129 OWI arrests in 2021 and 184 in 2022, which shows impaired driving is a dangerous issue for Mount Pleasant citizens and visitors to the Mount Pleasant area. Other dates will be included, depending on the CMU schedule.

Funding will support the following budget categories: Personnel - Salaries & Wages, Personnel - Overtime

**Project Activities:**

Activity 1: Project activities to reach this goal include traffic stops, traffic crash investigations where impaired driving is suspected, and alcohol enforcement in and around the local bars.

Overtime shifts will be 8:00 p.m. to 4:00 a.m. and will be for the following dates:

Central Michigan University Homecoming: October 12, 2024

Halloween: October 31, 2024

Mandatory dates in December

St Patrick’s Day: March 17, 2025

August 22, 23, 24, 29, and 30, 2025

Enforcement will be reported within seven days of each enforcement period. At the end of the overall grant period, the crash data will be reviewed to determine whether the goal of reducing alcohol-involved crashes to five per year was achieved. The results will be provided in a final report.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 2 Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 and 2-17

# Police Traffic Services (PT)

**Project Title: Plymouth Township Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-22-00**

Subrecipient (Intended Grantee): Plymouth Township Police Department	Organization Type: Local Agency
Amount: \$11,121.64	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Wayne County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Plymouth Township Police Department would like to establish a traffic enforcement team comprised of up to two and at times three, grant-funded officers that would provide traffic enforcement operations in the township in an attempt to reduce traffic collisions, injuries, and/or deaths. These officers would work overtime assignments and will be assigned to areas in Plymouth Township that require additional traffic enforcement resources. These specific areas have been identified directly by citizens who have filed complaints with the county office and/or through the review of statistical data. In an attempt to reduce traffic collisions, injuries, and/or deaths, as well as detect impaired drivers, these grant-funded officers will take part in the Drive Sober or Get Pulled Over impaired driving campaign, the Click It or Ticket seatbelt campaign, the distracted driver campaign, and the speed campaign, as well as additional campaigns set forth by the Plymouth Township Police Department.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: The Plymouth Township Department will deploy up to three grant-funded officers during strategically scheduled overtime traffic enforcement details throughout the Township of Plymouth. The Plymouth Township Police Department will take part in all traffic safety campaigns set forth by the State of Michigan such as the impaired driving campaign (Drive Sober or Get Pulled Over), distracted driving campaign, seat belt enforcement campaign, and speed enforcement campaigns. The Plymouth Township Police Department will also be deploying these assets during other dates and times set forth by the department to help achieve the previously mentioned goals. The Plymouth Township Police Department will be using social media platforms to broadcast this information out to the public to notify them of events and to promote traffic safety. Due to limited space, please review the FY2025 Traffic

Safety Strategic Plan for approximately dates/times/locations in which these enforcement activities will take place.

Activity 2: Further, an evaluation of the number of collisions including those with reported fatalities and serious injury will be conducted and progress toward achieving the goals of the project will be provided in a final progress report.

Activity 3: The sergeant assigned to the detail will review all reports, statistics, and activities in a timely manner and will report all enforcement activity within a week of the end of the enforcement period.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Other Strategies for Behavior Change: Dynamic Speed Display/Feedback Signs, Pages 4-36 and 4-37



# Police Traffic Services (PT)

**Project Title: Sault Sainte Marie Police Department Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-23-00**

Subrecipient (Intended Grantee): City of Sault Sainte Marie	Organization Type: Local Agency
Amount: \$29,885.05	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: Chippewa County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Since 2020, Sault Ste. Marie experienced a significant increase in non-injury, injury, and fatal crashes involving bicycles and/or pedestrians. Additionally, the city has seen an increase in crashes with drugs or alcohol as a contributing factor. The Sault Ste. Marie Police Department continues to experience a police officer staffing shortage. Regardless, the need for police services isn't decreasing. As a result, officers have not and will not be able to appropriate adequate time to the areas of impaired driving, pedestrian, and bicycle enforcement during their normal shifts. Additionally, the department cannot afford to budget general fund overtime for this enforcement without receiving grant funds. Overtime enforcement shifts are needed to ensure adequate time is afforded to enforcement.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: Conduct overtime drug- and alcohol-impaired driving, pedestrian, and bicycle enforcement days and during months, days, and times where violations and crashes are most likely to take place. In addition, enforcement will be scheduled around holidays, special events, and dedicated enforcement periods.

With local schools out for the summer in early June, bicycle safety rodeos for kids ages 4-9 will be held in June 2025.

Activity 2: A pedestrian-vehicle sting operation will be conducted in July 2025. An officer will pose undercover (UC) as a pedestrian complying with pedestrian laws in an area with high pedestrian traffic. Uniformed officers will watch vehicles interact with the UC and those that do not comply with pedestrian laws will be stopped.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 10 Bicycle Safety - Other Strategies for Behavior Change: Cycling Skills Clinics, Bike Fairs, Bike Rodeos, Pages 10-31 through 10-33

# Police Traffic Services (PT)

**Project Title:** Trenton Police Department Overtime Traffic Enforcement

**Project Agreement Number:** 2025-PT-24-00

Subrecipient (Intended Grantee): City of Trenton	Organization Type: Local Agency
Amount: \$49,002.00	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: Wayne County	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The focus on traffic enforcement has become a secondary or additional job function for patrol officers. Because of this, traffic citations and enforcement plummeted which created unsafe roads in the city and doubled the monthly assessment to the 33rd district court. Due to the grant with OHSP in FY 2023, the Trenton Police Department was able to have police officers patrolling during specific times for a total of 350 hours dedicated to traffic offenses. Participating officers made 416 traffic stops during speed, OWI, and seat belt enforcement periods over the length of the previous grant. In the current cycle FY 2024, the Trenton Police Department was approved for 800 hours and have 349 traffic stops in just the first 5 months. From 2019 to 2021, the Trenton Police Department had 4 fatal traffic crashes. In 2022, there was 1 fatal crash during the grant period. In 2023 there were 3 fatal crashes, 2 being on M-85. The focus would be monitoring Fort St, (M-85) and West Jefferson Ave.

Funding will support the following budget categories: Personnel - Overtime, Supplies & Operating

## **Project Activities:**

Activity 1: High visibility speed enforcement on M-85 where two crash fatalities have occurred recently.

## **Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Enforcement: High-Visibility Enforcement, Pages 4-31 through 4-35

# Police Traffic Services (PT)

**Project Title: Kent County Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-25-00**

Subrecipient (Intended Grantee): Wyoming Department of Public Safety	Organization Type: Local Agency
Amount: \$175,330.70	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: Accident Reconstruction Equipment (Drone): \$25,000.00	NHTSA Equipment Approval Date: TBD
Location and Affected Community: Kent County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Kent County continues to see increases in crashes. To address this issue, grant-funded departments will use overtime funds to conduct directed enforcement for speed, impaired driving, seat belt, and other hazardous driving behaviors.

The Wyoming Police Department is also seeking an accident reconstruction equipment (drone) grant during this grant cycle. This equipment is crucial for investigating, documenting, and preventing severe/fatal injury accidents.

Funding will support the following budget categories: Personnel - Overtime, Equipment

**Project Activities:**

Activity 1: Each grant-funded agency will conduct grant-funded overtime traffic enforcement details between the following mandatory enforcement periods:

December 11, 2024 - January 1, 2025 (impaired driving enforcement)

April 1 - 30, 2025 (distracted driving enforcement)

May 19 - June 1, 2025 (seat belt enforcement)

July 1 - 30, 2025 (speed enforcement)

August 15 - September 1, 2025 (impaired driving enforcement)

In addition to the mandatory enforcement periods listed above, each grant-funded agency may conduct additional enforcement details as needed throughout the year.

Officers will stop vehicles for hazardous moving violations and take appropriate enforcement action each week during the enforcement periods. Officers will traffic stops for hazardous moving violations as an educational period. The increase of marked police presence in the area will not only raise awareness to enforcement being conducted but also deter hazardous driving behavior.

Officers will strictly enforce seat belt/texting violations.

Coordinate existing State Police Aerial assets to coincide with visibility enforcement periods to proactively locate and identify problem areas/drivers. Aerial assets are already provided to Kent County during the Safer Cities initiative.

Activity 2: Each grant-funded agency will promote enforcement efforts by utilizing public information materials provided by the OHSP through September 30, 2025.

Activity 3: As applicable, each grant-funded agency will report required enforcement activity by the following dates:

January 6, 2025

May 5, 2025

June 9, 2025

August 4, 2025

September 8, 2024

Activity 4: (WYDPS ONLY) The Wyoming Department of Public Safety is dedicated to ensuring the safety and security of Wayne County community members. In pursuit of this mission, the request for funding is to acquire a public safety drone for the purpose of crash reconstruction and traffic management. Integrating drone technology into current operations will significantly improve current capabilities in addressing traffic-related issues and ensuring overall public safety on the roadways. The additional technology will assist WYDPS in investigating traffic accidents more quickly and accurately, especially on main thoroughfares.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: Genesee County Multi-Agency Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-27-00**

Subrecipient (Intended Grantee): Flint Township Police Department	Organization Type: Local Agency
Amount: \$381,693.70	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: Genesee County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Flint Township Police Department will act as the fiduciary for the OHSP traffic safety grant to provide enforcement for the following police departments: Flint Township, Grand Blanc Township, Mt. Morris Township, Metro Police Authority of Genesee County (Mundy Township and Swartz Creek City combined), Fenton City, and the Genesee County Sheriff.

Genesee County continues to be plagued with more than 10,000 crashes each year over the past five years, which ranks Genesee County as the fifth highest county in the state in terms of crashes. The six agencies who will participate in the grant in 2025 compromise nearly 50 percent of those crashes (4,419). Despite thousands of hours of traffic enforcement through the OHSP grant over the past several years, there has only been a small decline in the number of crashes (approximately 500 from 2021-2022). The goal of the 2025 traffic safety grant is to increase visibility, awareness campaigns, and increase enforcement to continue to reduce crashes in Genesee County.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

FY25 Genesee County OHSP Grant

Proposed Enforcement Dates for all participating agencies:

October 2024

School bus safety (October 21 - 25, 2024) \*Operation Safe Stop

November 2024:

Speed (November 1 - 24, 2024)

Impaired (November 25 - December 1, 2024)

December 2024:

Speed (December 1 - 14, 2024)

Impaired (December 11, 2024- January 1, 2025) \*Drive sober

January 2025:

Speed (January 1 - 31, 2025)

February 2025:

Speed (February 1 - 28, 2025)

March 2025:

Distracted/Impaired (March 1 - 31, 2025)

April 2025:

Distracted/Speed (April 1 - 31, 2025)

May 2025:

Seat belt (May 11 - June 1, 2025) \*Click It or Ticket

June 2025:

Speed/Impaired (June 1 - 30, 2025)

July 2025:

Speed (July 1 - 31, 2025) \*Great Lakes High Stakes

Impaired (July 1 - 31, 2025)

August 2025:

Impaired (August 1 - 31, 2025) \*Drive sober

September 2025:

Impaired (September 1 - 6, 2025)

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: Port Huron Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-28-00**

Subrecipient (Intended Grantee): Port Huron Police Department	Organization Type: Local Agency
Amount: \$14,057.31	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: St. Clair County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Traffic safety is a priority for the Port Huron Police Department. Nationwide, more people are killed in car crashes than by homicide. Motor vehicle crashes also account for billions of dollars per year in costs related to injuries and damages. According to the International Association of Chiefs of Police, communities such as the City of Port Huron are believed to pay about 7 percent of the total costs associated with traffic crashes. Even though private insurers and individuals pay the bulk of this, it still burdens cities. Speeding, distracted driving, and drunk or drugged driving are large contributors to causing traffic crashes. The National Highway Traffic Safety Administration stated that in 2020, 87 percent of all speeding-related fatalities occurred on non-interstate roadways. It is believed that safer roads make safer communities. Traffic safety is a worthy mission that deserves attention. Traffic enforcement is believed to save lives, prevent injuries, and save money.

Funding will support the following budget categories: Personnel - Overtime

**Project Activities:**

Activity 1: To field dedicated patrols targeted at specific driving behaviors that, based upon UD-10 data, were contributing factors to traffic-related crashes in the City of Port Huron in 2023. These patrols would focus on making traffic contacts to correct driving behavior through either roadside education or enforcement action. Currently using the OHSP grant funding, the Port Huron Police Department would utilize overtime patrols that focus on speed enforcement, impaired driving enforcement, seat belt enforcement, and distracted driving enforcement. These goals will be measurable both by tracking enforcement activity throughout the year from officer daily logs/OHSP dailies as well as year-end UD-10 data accessible in the Mi-CAT system.



The Port Huron Police Department has tracked the OHSP-related activities to ensure that the dedicated overtime traffic enforcement falls within the guidelines of the grant. These activities are reviewed and monitored by the captain after each dedicated patrol shift. The captain also reviews the OHSP dailies for accuracy and completes reimbursement calculations to be submitted to the MSP.

Prior experience with the OHSP grant goals has been in a shared endeavor with the St. Clair County Sheriff's Office. In these prior years, the Port Huron Police Department used the OHSP funds in similar ways as proposed in this application. The data was tracked by reviewing officer dailies and then submitted to the St. Clair County Sheriff's Office for reporting.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Police Traffic Services (PT)

**Project Title: Greenville Overtime Traffic Enforcement**

**Project Agreement Number: 2025-PT-29-00**

Subrecipient (Intended Grantee): City of Greenville	Organization Type: Local Agency
Amount: \$19,534.45	Federal Funding Source: 402
Local Expenditure (402 AND 164): Yes	GTS Code(s): PT-2025-PT-00-00
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Enforcement Services	SIGMA Code(s): 454130
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: Montcalm County	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

Enhance operating while intoxicated (OWI) deterrence through increased law enforcement presence by committing to high-visibility DUI enforcement.

Improve primary prevention efforts aimed at driving under the influence or riding with an impaired driver. The main objective of this enforcement is to eliminate impaired driving deaths and injuries, so everyone arrives home safely.

Funding will support the following budget categories: Personnel - Salaries & Wages, Personnel - Overtime

**Project Activities:**

Activity 1: The proposed plan would include multiple officers per night dedicated to OWI enforcement. Targeted enforcement would be conducted during peak drinking times (Friday and Saturday night) 10 p.m. to 2 a.m. Each officer would be responsible for patrolling and doing targeted traffic enforcement within the city. The officer’s activity will be logged on a special daily with details of the stop and logged activity for the designated time.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Enforcement: High-Visibility Saturation Patrols, Page 1-29

# Traffic Records (TR) Summary

None of the following projects will be used to meet the requirements of Section 1300.41(a) (Promise Projects).

Order of Projects for TR by project number:

- Traffic Crash Reporting US-10 Training Support 2025-TR-01-IG
- Michigan Traffic Crash Facts Technical Support 2025-TR-02-01
- Planning a Comprehensive Impaired Driver Tracking System for Michigan 2025-TR-02-03
- Assessing Distance to Trauma Center for Michigan Crashes 2025-TR-02-04
- MSP Tox Lab Data Integration 2025-TR-02-05
- Improving Quality of Crash Severity and Injury Assessment within Michigan Emergency Medical Services (EMS) Information System (MI-EMIS) - Phase 3 and Phase 4 2025-TR-04-IG
- High-Resolution Imagery Acquisition for Roadway Centerline and Attribute Crash Analytics 2025-TR-05-IG
- Injury Prevention in Emergency Vehicle Crashes 2025-TR-06-IG
- Statewide Post Crash Care in Michigan 2025-TR-07-IG
- Sault Ste. Marie Police Department Reconstructionist Training 2025-TR-08-00
- Identifying and Recommending Data Collection Processes to Support OHSP Program Analysis 2025-TR-09-00
- Utilizing the Michigan Trauma System and Registry to Inform, Direct, and Drive the Safe System Approach and Support Zero Fatalities 2025-TR-10-IG

<b>TR</b>		<b>Traffic Records</b>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
M3DA-405c Data Program	2025-TR-01-IG 2025-TR-02-03 2025-TR-02-04 2025-TR-04-IG 2025-TR-05-IG 2025-TR-06-IG 2025-TR-07-IG 2025-TR-08-00 2025-TR-09-00 2025-TR-10-IG	BIL 405c Data Program	\$2,345,480.83
TR-Traffic Records	2025-TR-02-01	BIL NHTSA 402	\$671,507.07
M6OT-405d Low Other Based on Problem ID	2025-TR-02-05	BIL 405d Impaired Driving Low	\$50,659.77
<b>LOCAL CONTRIBUTION</b>			\$0
<b>TR Program Area Total</b>			<b>\$3,067,647.67</b>

# Traffic Records (TR)

## Project Title: Traffic Crash Reporting Form UD-10 Training Support

### Project Agreement Number: 2025-TR-01-IG

Subrecipient (Intended Grantee): Michigan State Police – CJIC	Organization Type: State Agency
Amount: \$26,303.00	Federal Funding Source: 405c
Local Expenditure (402 AND 164): N/A	GTS Code(s): M3DA-2025-TR-01-IG
Eligible Use of Funds (GTS Description): BIL 405c Data Program	SIGMA Code(s): 273201
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: Eaton County, Law Enforcement Statewide	At Risk/Underserved Community and Which Community (PP&E): No

### Project Description (MGX Project Summary):

The Michigan State Police, Criminal Justice Information Center, Traffic Crash Reporting Unit (TCRU) funds a UD-10 Trainer position. This UD-10 Trainer provides crash training, in various mediums, to law enforcement agencies, regional police academies, and various traffic safety professionals on the proper completion of the UD-10 Traffic Crash Report form. In addition, this trainer works with the TCRU crash analysts and crash specialist to identify any reporting problems and possible misinterpretations of data fields and attributes on the UD-10. Specialized and specific trainings are offered to police agencies where there may be a concern with data quality.

The UD-10 Trainer is also the instructor and subject matter expert for the Crash Location Improvement Project (CLIP 2.0), and for identifying and reporting the levels of vehicle automation. This person will provide free training and assistance to local agencies that have incorporated these functions into their crash reporting.

Funding will support the following budget categories: Supplies & Operating

### Project Activities:

Activity 1: Quarterly reports will be run by the TCRU crash analyst to track crash report timeliness, accuracy, and completeness.

Activity 2: Provide hands-on training, materials, and supplies for the various trainees which could include flash drives, flyers, advisories, brochures, training manuals, announcements, and handouts.

### Countermeasure Strategies:

Traffic Records Assessment, 2020, Crash Section, Pages 9-10.

# Traffic Records (TR)

**Project Title: Michigan Traffic Crash Facts Technical Support**

**Project Agreement Number: 2025-TR-02-01**

Subrecipient (Intended Grantee): Regents of the University of Michigan	Organization Type: Educational Institute
Amount: \$671,507.07	Federal Funding Source: 402
Local Expenditure (402 AND 164): No	GTS Code(s): TR-2025-TR-02-01
Eligible Use of Funds (GTS Description): BIL NHTSA 402 Traffic Records	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: 56%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The role of Michigan Traffic Crash Facts (MTCF) is to provide support for all traffic safety planners and stakeholders to have access to the data that is needed to support data-informed decision-making on countermeasure deployment. Every program must provide data to support its goals and expected benefits, and MTCF enables these programs to access and evaluate the data for that purpose. To accomplish this, MTCF provides query-level access to crash data, reports with crash data statistics, and technical assistance for crash data analysis and presentations to stakeholders for data-driven safety planning.

With crash data derived from Michigan’s Traffic Crash Reporting System, this project will add the 2024 Michigan crash data to the MTCF query tool, update the MTCF reports with 2024 crash data, and continue to provide essential analysis to the Office of Highway Safety Planning (OHSP) and traffic safety partners. The 2024 MTCF will be publicly accessible at: [MichiganTrafficCrashFacts.org](https://MichiganTrafficCrashFacts.org)

Funding will support the following budget categories: Personnel - Salaries & Wages, Travel, Supplies & Operating, Indirect Costs

## **Project Activities:**

Activity 1: Meet with the OHSP for an evaluation of the planned 2024 Michigan Traffic Crash Facts reports: October 2024.

Activity 2: Meet with the OHSP for an evaluation of the MTCF website content and analysis tools: October 2024.

Activity 3: Receive Michigan 2024 traffic crash data from the Michigan State Police Criminal Justice Information Center (MSP CJIC): April 2025.

Activity 4: Present 'MichiganTrafficCrashFacts.org' website updates and obtain user feedback: April 2025.

Activity 5: Update Strategic Highway Safety Plan Action Team trend tables: May 2025.

Activity 6: Rolling release upload of the 2024 MTCF reports to the MTCF website: June through September 2025.

Activity 7: Exposure data acquisition from federal and state agencies: September 2025.

(Michigan Department of State, Michigan Department of Transportation (MDOT) Assessment Management Division, The Center for Geographic Info Michigan Department of Management & Budget, Federal Census, Michigan Secretary of State, Michigan Department of Community Health Office of the State Registrar & Division of Health Statistics, National Safety Council, National Highway Traffic Safety Administration (NHTSA), Indiana Department of Transportation, Wisconsin Department of Transportation, Illinois Department of Transportation, Ohio Department of Transportation, Minnesota Department of Transportation.)

Activity 8: Completion of general system programming improvements to MTCF website content and analysis tools: September 2025.

Activity 9: Completion of MTCF website maintenance: September 30, 2025.

### **Countermeasure Strategies:**

Innovative Countermeasure: Planning and implementing traffic safety countermeasures requires access to good information about the where, what, why, when, and who of crash events. Michigan Traffic Crash Facts (MTCF) provides easy access to this information to all stakeholders, including safety planners and those who implement the plans, among others. A key element of MTCF that facilitates safety countermeasures is the large collection of reports that provide quick and easy access to key performance measures, such as:

Number of traffic fatalities annually

Number of suspected serious injuries annually

Fatalities/100 million VMT annually

These key performance indicators and much more detailed information are available in MTCF reports that provide them statewide, by MSP District, by County, by region, and in many other ways. Beyond these numbers are fact sheets, in-depth analysis reports, and many other documents designed to make information readily accessible, such as:

Number of traffic crashes involving alcohol- or drug-impaired motorcyclists

Number of fatal crashes with drivers ages 65 and older

Number of distracted drivers involved in fatal crashes

MTCF is an enabler for other programs, and thus has a role in many countermeasure implementations.

# Traffic Records (TR)

**Project Title: Planning a Comprehensive Impaired Driver Tracking System for Michigan**

**Project Agreement Number: 2025-TR-02-03**

Subrecipient (Intended Grantee): Regents of the University of Michigan	Organization Type: Educational Institute
Amount: \$75,030.96	Federal Funding Source: 405c
Local Expenditure (402 AND 164): N/A	GTS Code(s): M3DA-2025-TR-02-03
Eligible Use of Funds (GTS Description): BIL 405c Data Program	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: 56%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

One of the key recommendations of the Impaired Driving Program Assessment from 2019 was to develop a comprehensive data system that tracks impaired drivers, integrating data from several sources. Given current data systems, this is not a trivial task, but one on which progress could be made over time. This project is meant to lay the foundation for building such a system by identifying existing data sources, data gaps, easy first steps, and developing a roadmap to building a comprehensive impaired driver data integration system.

In addition, another recommendation of the assessment was to develop a short document with suggestions for easy-to-conduct program evaluation methods to share with grantees at orientation meetings. This document will be part of the proposed project. Evaluation of programs and evaluation of data systems are related activities, so consideration of evaluation metrics will serve both purposes in this proposal.

Funding will support the following budget categories: Personnel - Salaries & Wages, Indirect Costs

## **Project Activities:**

Activity 1: Review literature on metrics for grants and programs: March 30, 2025.

Activity 2: Recommend metrics: September 30, 2025.

Activity 3: Write summary report: September 30, 2025.

- 1: Identify data needs for impaired driver tracking based on the Model Impaired Driving Records Information System (MIDRIS) model: November 15, 2024.
- 2: Identify data sources to meet those needs: July 30, 2025.

- 3: Identify existing data linkages (and lack thereof): July 30, 2025.
- 4: Generate a roadmap for linking data that considers high-priority data linkages and ease of obtaining and linking data: August 30, 2025.
- 5 Write summary report: September 30, 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 1 Alcohol-Impaired Driving - Other Strategies for Behavior Change: Court Monitoring, Page 1-61



# Traffic Records (TR)

**Project Title: Assessing Distance to Trauma Center for Michigan Crashes**

**Project Agreement Number: 2025-TR-02-04**

Subrecipient (Intended Grantee): Regents of University of Michigan	Organization Type: Educational Institute
Amount: \$29,994.18	Federal Funding Source: 405c
Local Expenditure (402 AND 164): N/A	GTS Code(s): M3DA-2025-TR-02-04
Eligible Use of Funds (GTS Description): BIL 405c Data Program	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: 56%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

The goal of this project is to investigate crash injury outcomes in relation to how far away the nearest trauma center is from the crash location. It is generally thought that patients have better outcomes if they are treated as quickly as possible after an injury event, such as a crash. This concept is sometimes called the “Golden Hour.” However, in rural areas especially, distances to trauma centers can be quite long, potentially presenting additional risk of adverse outcomes. This project will focus on calculating the distance from crash locations to the nearest trauma center and assessing how those distances vary as a function of demographics and land use.

Funding will support the following budget categories: Personnel - Salaries & Wages, Indirect Costs

## **Project Activities:**

Activity 1: Meet with MDHHS to discuss planned analysis and understand additional needs they may have by October 31, 2024.

Activity 2: Request and obtain MiEMIS data by February 28, 2025.

Activity 3: Conduct data linkage by March 31, 2025.

Activity 4: Obtain travel time and distance to nearest trauma center and nearest hospital by February 28, 2025.

Activity 5: Use linked MiEMIS data to determine travel time and distance to the facility where the patient was transported by April 30, 2025.

Activity 6: Conduct data analysis to understand the relationship between time/distance and other variables such as location (rural/urban), demographics (health rankings), crash type, time of day, etc. Incorporate MDHHS needs in the analysis by July 31, 2025.

Activity 7: Write a report describing the analysis, including any added elements of interest to MDHHS by August 31, 2025.

**Countermeasure Strategies:**

Innovative Countermeasure: Faster transport to a medical facility is considered a critical factor in improving recovery from injury and preventing death (Cowley, et al., 1973). Knowing where transport times are especially long could inform resource allocation, especially to rural parts of the state where hospitals are more sparsely located.

Cowley, R. Adams, et al. "An economical and proved helicopter program for transporting the emergency critically ill and injured patient in Maryland." *Journal of Trauma and Acute Care Surgery* 13.12 (1973): 1029-1038.

# Traffic Records (TR)

**Project Title: MSP Tox Lab Data Integration**

**Project Agreement Number: 2025-TR-02-05**

Subrecipient (Intended Grantee): Regents of the University of Michigan	Organization Type: Educational Institute
Amount: \$50,659.77	Federal Funding Source: 405d
Local Expenditure (402 AND 164): N/A	GTS Code(s): M6OT-2025-TR-02-05
Eligible Use of Funds (GTS Description): BIL 405d Impaired Driving Low Other Based on Problem ID	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: 56%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: TBD	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

This project will collaborate with the Michigan State Police Toxicology Laboratory (for data) to create a publicly accessible module of Michigan toxicology data within the Michigan Traffic Crash facts (MTCF), which provides support for all traffic safety planners and stakeholders allowing access to the data needed to support data-informed decision-making on countermeasure deployment.

Every program must provide data to support its goals and expected benefits. This new module will enable programs to access and evaluate the data for its intended purpose.

Funding will support the following budget categories: Personnel - Salaries & Wages, Supplies & Operating, Indirect Costs

## **Project Activities:**

Activity 1: Data Definition Review by November 30, 2024

In this task, there will be a collaboration with MSP project representatives to understand the detailed nature of the toxicology data to be included in the web tool. Analysis of existing datasets and tables will be reviewed. Toxicology results likely differ depending on the specific tests run and there may be multiple tests for the same person. There will be discussions regarding what measures will be taken to ensure anonymity as well.

The milestone resulting from this task will be documentation of the data dictionary to be used, including any table structures (e.g., person, test, detailed results) and any linkage to crash and other data. Considerations for any data fields that require restrictions will be captured.

Activity 2: Requirements by December 30, 2024

In this task, there will be develop the layout of requirements for the web tool, based on further discussions with the MSP. Current Forensic Science Division forms and outputs will be reviewed. Any pre-existing models/samples for reporting (e.g. Indiana State Department of Toxicology) may be referenced to identify desired elements. Final requirements will include querying capability, visualization, and reporting, along with the back-end data storage and access.

#### Activity 3: Mockup by February 28, 2025

In this task, there will be a presentation of sample front end and report layouts for discussion with the MSP. General interaction and workflow within the layouts will be considered. Based on this discussion, changes will be made to the layouts until they meet functional and user experience requirements.

#### Activity 4: Development (3 sub-tasks, all Development tasks complete by July 30, 2025)

4a. Development: Data building by April 30, 2025 - This task entails the entire back-end management of data required for the system. This includes all processes to review, clean/anonymize, build, and update. Any methods of data query will be completed.

4b. Development: Tool building by June 30, 2025 - This task comprises the development of a functional user interactive system based on finalized mockup discussions. A beta system will be developed and presented before final testing and review.

4c. Development: Reports by July 30, 2025 - This task shall produce the final output reporting function based on finalized layouts from mockup discussions.

Activity 5: Testing/Review with Release of module by September 30, 2025 - This task shall be in two parts: internal verification by the development team; and testing by predetermined the MSP representatives. Validation that requirements were met will be completed. Final feedback and adjustments will be completed before release.

#### **Countermeasure Strategies:**

Innovative Countermeasure: Planning and implementing traffic safety countermeasures required access to good information about the where, what, when, and who of crash events. The MTCF provides frictionless access to this information to all stakeholders, including safety planners and those who implement the plans, among others.

Adding an additional layer of information, Impaired Toxicology, will offer greater knowledge to the driving impaired incidences in Michigan.

The knowledge of where impaired toxicology is trending will provide partners with the knowledge to prepare and potentially prevent and/or decrease impaired driving crashes from occurring.

# Traffic Records (TR)

**Project Title: Improving Quality of Crash Severity and Injury Assessment within Michigan Emergency Medical Services (EMS) Information System (MI-EMSIS) - Phase 3 and Phase 4**

**Project Agreement Number: 2025-TR-04-IG**

Subrecipient (Intended Grantee): Michigan Department of Health and Human Services	Organization Type: State Agency
Amount: \$177,947.60	Federal Funding Source: 405c
Local Expenditure (402 AND 164): N/A	GTS Code(s): M3DA-2025-TR-04-IG
Eligible Use of Funds (GTS Description): BIL 405c Data Program	SIGMA Code(s): MIEMSIS (grantee provided)
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

There are challenges in how data from the EMS is entered, accessed, and processed within the MI-EMSIS, creating questions in the accuracy and validity of conclusions that are drawn from that data. In 2018, the MDHHS began using the Biospatial data platform, which links the EMS electronic patient care record (ePCR) data with other health and injury-related data sources. A full-time data analyst will utilize the MI-EMSIS as well as Biospatial to identify gaps in documentation related specifically to motor vehicle crashes. The data analyst will categorize the gaps into actionable items to resolve or mitigate the gaps. FY2025 will be the fourth and final year of this project.

This data initiative will focus on aligning the elements inside the National EMS Information System (NEMSIS) with the 18 information technology vendors that provide the IT platforms for the 811 Michigan EMS agencies that are documenting important crash information necessary to support a data driven traffic safety culture. A full-time data analyst will utilize the MI-EMSIS as well as Biospatial to identify gaps in documentation related specifically to motor vehicle crashes. The data analyst will then categorize the gaps into actionable items to resolve or mitigate the gaps. These issues may be related to data transmission, vendor-specific documentation tools, or EMS personnel documentation preferences, etc. Targeted campaigns geared toward agencies, documentation vendors, and EMS personnel will be developed and implemented to improve the accuracy of data and decrease gaps of necessary data that can contribute to evaluating the effectiveness of strategies and countermeasures being utilized to reach the national and Michigan strategy for highway safety.

Funding will support the following budget categories: Contractual Services, Supplies & Operating

### **Project Activities:**

Activity 1: Utilizing the crash record MIEMIS and Biospatial reports previously created, monitor for changes in data quality based on agency, Medical Control Authority, and software vendor.

Activity 2: Distribute quarterly updates to agencies, medical control authorities, and/or software vendors to communicate changes in data quality as necessary and relevant.

Activity 3: Determine best practices for documentation of motor vehicle crashes based on identified data elements and documentation concerns.

Activity 4: Identify, by software vendor, workflow, and provider practices to complete proper documentation.

Activity 5: Create and publish documentation tool for EMS personnel.

Activity 6: Develop lesson plans, education tools, and presentation materials for EMS education program sponsors and continuing education.

Activity 7: Distribute and publish materials using available digital platforms (I.e. Michigan EMS Website and Mi-Train).

### **Countermeasure Strategies:**

Traffic Records Assessment: Traffic Records Program Assessment NHTSA-Facilitated, 2020, Injury Surveillance Recommendations, Page 19

# Traffic Records (TR)

## **Project Title: High Resolution Imagery Acquisition for Roadway Centerline and Attribute Crash Analytics**

### **Project Agreement Number: 2025-TR-05-IG**

Subrecipient (Intended Grantee): Center for Shared Solutions	Organization Type: State Agency
Amount: \$717,832.00	Federal Funding Source: 405c
Local Expenditure (402 AND 164): N/A	GTS Code(s): M3DA-2025-TR-05-IG
Eligible Use of Funds (GTS Description): BIL 405c Data Program	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Communities: Alcona, Alpena, Cheboygan, Chippewa, Crawford, Iosco, Luce, Mackinac, Montmorency, Ogemaw, Oscoda, Otsego, Presque Isle, and Roscommon counties	At Risk/Underserved Community and Which Community (PP&E): No

### **Project Description (MGX Project Summary):**

This proposal is for the collection of 3-inch resolution aerial imagery over a large area of the lower and upper peninsulas of Michigan in 2024, 2025, and 2026. The imagery's primary purpose is to increase accuracy and timeliness to roadway edits needed to accurately locate State of Michigan crashes. A secondary use is to help populate surface type, median type, and number of lane data to help meet the states MIRE FDE requirements. MDOT roadway editors will be able to measure the number of roadway edits done using the requested imagery.

The following are a few key points about the proposal:

This proposal improves timeliness to roadway realignments and additions. This vendor delivers imagery with a 2-to-4-week turnaround time for each year.

In some areas, imagery is updated more than once a year. Currently, the quickest turnaround time for a roadway request is not until the next editing year.

This proposal can reduce the time down to a few weeks after receiving a roadway request.

Total Cost = \$2,153,496 (\$717,832 annually for three years)

The proposal is for Nearmap to collect aerial imagery over 55 counties.

Deliverables include an offline copy of the 3-inch imagery.

Also includes a 3-year subscription to Nearmap accessible to all State of Michigan employees (MSP, MDOT, DHHS, etc.) which includes aerial imagery, oblique imagery, and access to their new GeoData Link service (<https://docs.nearmap.com/display/ND/Nearmap+GeoData+Link>).

Turnaround time from date of flight completion to delivery of imagery to Center for Shared Solutions and MDOT would be 2- to 4-weeks.

Funding will support the following budget categories: Contractual Services

**Project Activities:**

Activity 1: Acquire Nearmap aerial imagery of the stated 55 Michigan counties.

Activity 2: Track the number of roadways change requests as the number of roadway centerline jobs. Digitize public roadway adds, deletes, and re-alignment requests. Track the number of these roadway jobs that use the Nearmap aerial imagery. Each editing job that uses Nearmap can be validated showing the most up to date roadway alignment.

**Countermeasure Strategies:**

Traffic Records Assessment: Traffic Records Program Assessment NHTSA-Facilitated, 2020, Roadway, Pages 16-17



# Traffic Records (TR)

**Project Title: Injury Prevention in Emergency Vehicle Crashes**

**Project Agreement Number: 2025-TR-06-IG**

Subrecipient (Intended Grantee): Michigan Department of Health and Human Services	Organization Type: State Agency
Amount: \$498,250.67	Federal Funding Source: 405c
Local Expenditure (402 AND 164): N/A	GTS Code(s): M3DA-2025-TR-06-IG
Eligible Use of Funds (GTS Description): BIL 405c Data Program	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

With this funding, Division of Emergency Medical Services and Systems of Care (DESoC) would establish a tracking system for emergency operator courses across agencies, including the timeframe and frequency of training. From there, DESoC would correlate crash, Emergency Medical Services (EMS), and trauma data, evaluating the variables that contribute to licensed emergency medical services vehicle crashes in Michigan, along with the appropriate support and oversight of passenger and patient securing in these vehicles.

Funding will be used to support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: By March 31, 2025, the EVSC will have evaluated baseline data collected.

Activity 2: By June 30, 2025, an ongoing evaluation for completion at renewal will be ready for agencies to complete.

Activity 3: Before December 31, 2024, the EVSC will announce and distribute the process for reimbursement.

Activity 4: Before March 31, 2025, the process for application for reimbursement will be open to ambulance operations.

Activity 5: By December 31, 2024, the EVSC will have evaluated data from agency assessment to identify the most common restraint devices in emergency vehicles.

Activity 6: By March 31, 2025, the EVSC will have developed lesson plans, presentations, and quizzes related to the most reported issues with emergency vehicle restraints.

Activity 7: By June 30, 2025, the EVSC will have developed lesson plans, presentations, and quizzes related to the most common ambulance pediatric restraints.

Activity 8: By September 30, 2025, the EVSC will have conducted at least four in person trainings for agencies or at conferences about the importance of proper restraint in emergency vehicles.

**Countermeasure Strategies:**

Emergency Medical Services Assessment: "Per 2017 NHTSA assessment Bureau of Emergency Preparedness, EMS, and Systems of Care should develop and implement a comprehensive Public Information, Education, and Prevention Plan for EMS and Trauma. (NHTSA Reassessment, p.33)"

# Traffic Records (TR)

**Project Title: Statewide Post Crash Care in Michigan**

**Project Agreement Number: 2025-TR-07-IG**

Subrecipient (Intended Grantee): Michigan Department of Health and Human Services	Organization Type: State Agency
Amount: \$411,689.00	Federal Funding Source: 405c
Local Expenditure (402 AND 164): N/A	GTS Code(s): M3DA-2025-TR-07-IG
Eligible Use of Funds (GTS Description): BIL 405c Data Program	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

For this project, Division of EMS and Systems of Care will first establish the linkage across data sets, providing for incident analysis from time of crash through discharge from the hospital. This would allow for true post-crash care analysis. From there, two separate initiatives would be started. First, the components and data elements would be identified, with metrics and tracking developed for quality improvement monitoring. The second initiative would be creating and supporting education initiatives for clinical care for crash patients.

Funding will be used to support the following budget categories: Contractual Services

## **Project Activities:**

Activity 1: By June 30, 2025, in conjunction with the DESoC Epidemiologist, and evaluation tool will be created for metrics contributing to post-crash care.

Activity 2: Before December 31, 2024, the PCEC will have evaluated current education available for non-licensed first responders related to post crash care.

Activity 3: Before March 31, 2025, the PCEC will have completed education modules for non-licensed bystanders and first responders at crash scenes. This will include lesson plans, presentations, videos, and other resources.

Activity 4: Before September 30, 2025, the PCEC, using information from the Crash Data Quality Coordinator, will develop education for licensed EMS personnel regarding contributing factors related to post-crash care.

Activity 5: Before September 30, 2025, the PCEC will have conducted at least six in-person simulation events related to post-crash care.

**Countermeasure Strategies:**

Traffic Records Assessment: 2017 “The Office of Highway Safety Planning and the Bureau of Emergency Preparedness, EMS, and Systems of Care should work together to support the EMS and trauma data systems. The EMS and Trauma registries should be linked through unique identifies to facilitate PI efforts and analysis of the quality of care provided. (NHTSA Reassessment, p.15, 42)”

# Traffic Records (TR)

**Project Title: Sault Sainte Marie Police Department Reconstructionist Training**

**Project Agreement Number: 2025-TR-08-00**

Subrecipient (Intended Grantee): City of Sault Sainte Marie	Organization Type: Local Agency
Amount: \$5,284.00	Federal Funding Source: 405c
Local Expenditure (402 AND 164): N/A	GTS Code(s): M3DA-2025-TR-08-00
Eligible Use of Funds (GTS Description): BIL 405c Data Program	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: Chippewa County	At Risk/Underserved Community and Which Community (PP&E): No

## **Project Description (MGX Project Summary):**

Since 2021, Sault Ste. Marie has experienced increases in crashes overall, injury crashes, and fatal crashes. Many crashes require specialized crash investigation and reconstruction services. The department has not had an officer on staff that is trained and qualified to provide these services since 2021. An officer of the department attended two training courses in 2024 but needs to take two more to be a bona fide crash investigator and reconstructionist. A third training would provide advanced knowledge and skills. Due to financial challenges and other department needs, funding this training out of the general fund operating budget is extremely challenging.

Funding will support the following budget categories: Travel, Supplies & Operating

## **Project Activities:**

Activity 1: Send one patrol officer through the following training courses: 80-hour Traffic Crash Reconstruction, 40-hour Traffic Crash Reconstruction-Level II, and 40-hour Event Data Recorder Use in Traffic Crash Reconstruction.

Training dates TBD by the MSP and yet to be posted on MITRAIN/Cornerstone.

## **Countermeasure Strategies:**

Traffic Records Assessment, 2020, Improve accuracy, completeness, and uniformity of crash scenes and crash reports.

# Traffic Records (TR)

## **Project Title: Identifying and Recommending Data Collection Processes to Support OHSP Program Analysis**

### **Project Agreement Number: 2025-TR-09-00**

Subrecipient (Intended Grantee): Regents of the University of Michigan	Organization Type: Educational Institute
Amount: \$36,148.42	Federal Funding Source: 405c
Local Expenditure (402 AND 164): N/A	GTS Code(s): M3DA-2025-TR-09-00
Eligible Use of Funds (GTS Description): BIL 405c Data Program	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: 29%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: TBD	At Risk/Underserved Community and Which Community (PP&E): No

### **Project Description (MGX Project Summary):**

The Office of Highway and Safety Planning (OHSP) collects performance metrics and other information about the programs it sponsors across Michigan. These programs include, but are not limited to, community outreach programs, driver education initiatives, impaired driving enforcement, and occupant protection campaigns. The OHSP uses these data for program evaluation purposes and reporting key takeaways in their Annual Report. However, these data are not currently available to the public, nor are they in common and interchangeable formats suitable for analysis and reuse by external researchers (e.g., CSV files with standard variables and documentation). A lack of data harmonization and availability creates significant impediments to evaluating the statewide impact of OHSP programming. A request to consider a consulting project to 1) document data the OHSP collects, 2) determine which data is useful for statewide program evaluation, and 3) recommend process improvements to maximize the reuse of collected data is being made.

Funding will support the following budget categories: Personnel - Salaries & Wages, Equipment, Indirect Costs

### **Project Activities:**

These activities align with and will facilitate completing three goals.

Activity 1: Document Data the OHSP Collects—A data “manifest” will be created in order to provide granular information about program outcomes collected by the OHSP from subrecipients information detailing who collects this data (and where), variable-level information about data elements, information

about how and where data are collected and stored, and summaries of how the OHSP uses this data for program evaluation/other purposes. Inter-university Consortium for Political and Social Research

(ICPSR) will collect this information by conducting semi-structured interviews with select past grant recipients recommended by the OHSP staff. The manifest will be structured as an Excel spreadsheet that the OHSP can update in future years. Dr. Million will lead this project phase (P1).

Period of Performance: October 2024 to January 2025.

Determine Data Useful for Statewide Program Evaluation—In collaboration with the OHSP in order to determine which data and information they collect are most valuable and identify noteworthy research questions that researchers can answer using these data. This data manifest will be created by ranking the value of data collected and enumerating questions these data can answer. The resulting analysis will inform the report that is written. Dr. Peterson will lead this project phase (P2).

Period of Performance: February to May 2025.

Author a Report Recommending Process Improvements—Co-author a report that suggests data collection and processing improvements that the OHSP can make to accomplish its broad strategic priorities. The result will be an edited product in narrative form. The report will leverage references to state-of-the-art literature and align with emerging Federal data-sharing “best practices” (e.g., the FAIR principles, “Findable,” “Accessible,” “Interoperable,” and “Reusable”). The report will be presented to the OHSP leadership with a draft well before publication. Dr. Million and Dr. Peterson will co-author the report during this third phase (P3).

Period of Performance: June to September 2025.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 4 Speeding and Speed Management - Other Strategies for Behavior Change: Dynamic Speed Display/Feedback Signs, Pages 4-36 and 4-37

# Traffic Records (TR)

**Project Title: Utilizing the Michigan Trauma System and Registry to Inform, Direct, and Drive the Safe System Approach and Support Zero Fatalities**

**Project Agreement Number: 2025-TR-10-IG**

Subrecipient (Intended Grantee): Michigan Department of Health and Human Services (MDHHS)	Organization Type: State Agency
Amount: \$367,001.00	Federal Funding Source: 405c
Local Expenditure (402 AND 164): N/A	GTS Code(s): M3DA-2025-10-IG
Eligible Use of Funds (GTS Description): BIL 405c Data Program	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: N/A
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: TBD	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

A systems response to post-crash care makes a difference. Taking the injured to the right place at the right time has a significant impact. This project provides an opportunity to build a cohesive, collaboration between the Office of Highway Safety Planning, focused on a Safe System and the trauma system, both of which have the intended goal of ensuring that fatalities are zero and injured return to a productive life. The project will support a collaboration with trauma injury prevention subject matter experts the statewide trauma registry and those engaged in building Safe Systems to leverage resources, implement initiatives, and monitor and evaluate impacts. Outcomes will include the identification of common counter measure strategies, initiatives that address gaps and priorities, and a positive trend in fatalities and serious injury.

Funding will support the following budget categories: Personnel - Salaries & Wages, Contractual Services, Travel, Supplies & Operating, Indirect Costs

**Project Activities:**

Activity 1: Before October 31, 2024, Trauma Registry data will be extracted from current registry system, and stored on state servers and integrated with trauma registry vendor (if RFP process outcome is new vendor)

Activity 2: Before December 1, 2024, with input from the OHSP, develop a public-facing dashboard that informs on the specifics of MVA’s in Michigan related to outcomes, injury severity, and disposition.



Activity 3: First quarter of 2025 launch dashboard and develop a survey tool to monitor reach and potential impact.

Activity 4: September 30, 2025, Integrate dashboard into regional trauma system evaluation tools.

Activity 5: Before January 31, 2025, interviews for the Data Tech. will be scheduled.

Activity 6: Before April 1, 2025, an offer will be extended to candidate.

**Countermeasure Strategies:**

Emergency Medical Services Assessment, 2017 Priority Recommendations: Page 20: Office of Highway Safety Planning should renew its financial support of the EMS and trauma data systems.

Page 27: Designate specialty medical facilities including burns, pediatric, cardiac and stroke within a larger system of care. Revise destination guidelines to assure transport of appropriate patients to free-standing emergency departments. Review and revise the guideline addressing the inter-facility transfer of critical care patients to address patient safety concerns.

Page 33: Utilize EMS and trauma registry data to develop injury prevention programs and fact sheets that provide the public and policymakers with information on targeted issues.

Page 42: Link the trauma registry with other public safety datasets, including crash data.

## Repeat Offender Provision (RO) Summary

None of the following projects will be used to meet the requirements of Section 1300.41(a) (Promise Projects).

Order of Projects for RO by project number:

- MSP Toxicology Lab Support 2025-RO-01-IG

<i><b>RO</b></i>		<i><b>Repeat Offender Provision</b></i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
TOX_AL- Alcohol Toxicology Support	2025-RO-01-IG	BIL 164 Transfer Funds	\$884,479.18
<b>LOCAL CONTRIBUTION</b>			\$0
<b>RO Program Area Total</b>			\$884,479.18

# Repeat Offender Provision (RO)

**Project Title: State Toxicology Laboratory Support**

**Project Agreement Number: 2025-RO-01-IG**

Subrecipient (Intended Grantee): Michigan State Police – Toxicology Lab	Organization Type: State Agency
Amount: \$884,479.18	Federal Funding Source: 164
Local Expenditure (402 AND 164): No	GTS Code(s): TOX_AL-2025-RO-01-IG
Eligible Use of Funds (GTS Description): BIL 164 Transfer Funds Alcohol Toxicology Support	SIGMA Code(s): TBD
Program Income: No	Indirect Cost Rate: 12.2%
P&A Costs/Amount: No	Unexpended Grant Funds to a Specific Project per 23 CFR 1300.41(b) (Promise Project): No
Equipment Requested: N/A	NHTSA Equipment Approval Date: N/A
Location and Affected Community: Statewide	At Risk/Underserved Community and Which Community (PP&E): No

**Project Description (MGX Project Summary):**

The Michigan State Police Forensic Science Division is a multi-laboratory, full-service forensic science service provider in the State of Michigan. MSP maintains seven physical laboratory locations geographically distributed throughout the state and provide services in Trace Materials, Questioned Documents, Controlled Substances, Toxicology, Biology/DNA, Latent Prints and Firearms/Toolmarks. Requests are received for services from public safety partners, including federal/state/local/tribal law enforcement agencies and fire departments. On average, the lab analyzes 75,000 forensic cases per year with nearly 20,000 of those cases submitted to the Toxicology Unit located in Lansing, Michigan. Specific to Toxicology requests, the vast majority of the 20,000 cases submitted are blood and urine samples directly related to drunk and drugged driving offenses.

The Forensic Science Division has invested significant resources into automation and advanced analytical technology to increase the number of drugs they can detect as well as to improve impaired driving sample processing turnaround times. With the demands on services, turnaround times and courtroom testimony continue to not meet stakeholder expectations.

The Forensic Science Division is requesting funding for two Forensic Scientist (classification FS-12) positions and three Forensic Technician (classification FT-10) positions. These positions would directly fill a need to address increases in services provided, as well as improve casework turnaround times. These newly created positions will be involved with equipment maintenance, evidence receipt, evidence preparation, evidence analysis, result reporting and courtroom testimony in the subdisciplines of breath alcohol, blood alcohol and drugs within the Toxicology Unit of the Forensic Science Division. These three forensic sub-disciplines directly support enforcement of impaired driving in Michigan and address one of the items of highest priority in the Strategic Highway Safety Plan, to reduce alcohol and drug-impaired Driving. Funding of these five positions, over a total of four fiscal years, totals \$2.5M. FSD anticipates

providing funding to support these FTEs by way of office/laboratory space, office equipment, laboratory equipment and supplies for analysis.

Funding to support the addition of two forensic scientists and three forensic technicians in the Michigan State Police Forensic Toxicology Unit will provide a greater capacity to process alcohol and/or drugged samples from suspected impaired driving cases, decrease the turnaround time it takes to process these specimens, provide more timely reports to allow for the potential faster adjudication of cases in the judicial system, provide critical laboratory support, as well as provide maintenance and upkeep of instrumentation in the laboratory and breath alcohol instruments deployed out in the field.

Funding will support the following budget categories: Personnel – Salaries & Wages and Indirect Costs

**Project Activities:**

Activity 1: Assign forensic scientists to start drug confirmation training or be assigned to a drug confirmation validation team by October 1, 2025.

Activity 2: Incorporate automated process for blood alcohol sample preparation by May 2, 2025.

Activity 3: New forensic scientists will increase impaired driving TOX-THC confirmation casework capacity by December 31, 2024.

Activity 4: Perform the required two Intoxilyzer 9000 Breath Alcohol instrument performance checks within a calendar year.

Activity 5: Retrieve Intoxilyzer 9000 breath alcohol instrument data from the field for Freedom of Information requests within the required timeframe.

Activity 6: Respond to initial Intoxilyzer 9000 breath alcohol instrument maintenance requests from the field within three business days.

**Countermeasure Strategies:**

Countermeasures That Work (CTW) 11th Edition, 2023, Chapter 2 Drug-Impaired Driving - Enforcement: Enforcement of Drug-Impaired Driving, Pages 2-16 and 2-17

## Uncommitted Funds (UF) Summary

<i>UF</i>		<i>Uncommitted Funds</i>	
<b>GTS Codes</b>	<b>Project Agreement Numbers</b>	<b>Eligible Use of Funds</b>	<b>Dollar Amount</b>
CP-Community Traffic Safety Programs	2025-UF-CP-00	BIL NHTSA 402	TBD
M1X-405b OP High Uncommitted	2025-UF-OP-00	BIL 405b OP High	TBD
M3X- 405c Data Uncommitted	2025-UF-TR-00	BIL 405c Data Program	TBD
M6X- 405d Impaired Driving Low Uncommitted	2025-UF-ID-00	BIL 405d Impaired Driving Low	TBD
M11X- 405f Motorcycle Uncommitted	2025-UF-MC-00	BIL 405f Motorcycle Programs	TBD
BGX- 405g Nonmotorized Safety Uncommitted	2025-UF-NM-00	BIL 405g Nonmotorized Safety	TBD
M12X- 405h Preventing Roadside Deaths Uncommitted	2025-UF-RD-00	BIL 405h Preventing Roadside Deaths	TBD
UP_164- Funds Uncommitted to Projects	2025-UF-RO-00	BIL 164 Transfer Funds	TBD
<b>UF Program Area Total</b>			TBD

## **402**

<b>UNCOMMITTED FUNDS FOR BIL 402 COMMUNITY TRAFFIC SAFETY PROGRAMS</b>	
<b>Federal Funding Source</b>	<b>BIL NHTSA 402 Community Traffic Safety Programs</b>
<b>GTS Code</b>	<b>CP-2025-UF-CP-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	<b>BIL NHTSA 402 Community Traffic Safety Programs 2024</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	<b>Supp BIL NHTSA 402 Community Traffic Safety Programs 2024</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	<b>BIL NHTSA 402 Community Traffic Safety Programs 2025</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	<b>Supp BIL NHTSA 402 Community Traffic Safety Programs 2025</b>

## **405b**

<b>UNCOMMITTED FUNDS FOR BIL 405b HIGH OCCUPANT PROTECTION</b>	
<b>Federal Funding Source</b>	<b>BIL 405b OP High Uncommitted</b>
<b>GTS Code</b>	<b>M1X-2025-UF-OP-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	<b>BIL 405b OP High Uncommitted 2024</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	<b>Supp BIL 405b OP High Uncommitted 2024</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	<b>BIL 405b OP High Uncommitted 2025</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	<b>Supp BIL 405b OP High Uncommitted 2025</b>

## **405c**

<b>UNCOMMITTED FUNDS FOR BIL 405c DATA PROGRAM</b>	
<b>Federal Funding Source</b>	<b>BIL 405c Data Uncommitted</b>
<b>GTS Code</b>	<b>M3X-2025-UF-TR-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	BIL 405c Data Uncommitted 2022
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp BIL 405c Data Uncommitted 2022
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	BIL 405c Data Uncommitted 2023
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp BIL 405c Data Uncommitted 2023
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	BIL 405c Data Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp BIL 405c Data Uncommitted 2025

## **405d**

<b>UNCOMMITTED FUNDS FOR BIL 405d IMPAIRED DRIVING LOW</b>	
<b>Federal Funding Source</b>	<b>BIL 405d Impaired Driving Low Uncommitted</b>
<b>GTS Code</b>	<b>M6X-2025-UF-ID-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	BIL 405d Impaired Driving Low Uncommitted 2024
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp BIL 405d Impaired Driving Low Uncommitted 2024
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	BIL 405d Impaired Driving Low Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp BIL 405d Impaired Driving Low Uncommitted 2025

## **405f**

<b>UNCOMMITTED FUNDS FOR BIL 405f MOTORCYCLIST PROGRAMS</b>	
<b>Federal Funding Source</b>	<b>BIL 405f Motorcyclist Uncommitted</b>
<b>GTS Code</b>	<b>M11X-2025-UF-MC-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	BIL 405f Motorcyclist Uncommitted 2024
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp BIL 405f Motorcyclist Uncommitted 2024
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	BIL 405f Motorcyclist Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp BIL 405f Motorcyclist Uncommitted 2025

## **405g**

<b>UNCOMMITTED FUNDS FOR BIL 405g NONMOTORIZED SAFETY</b>	
<b>Federal Funding Source</b>	<b>BIL 405g Nonmotorized Safety Uncommitted</b>
<b>GTS Code</b>	<b>BGX-2025-UF-NM-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	BIL 405g Nonmotorized Safety Uncommitted 2024
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp BIL 405g Nonmotorized Safety Uncommitted 2024
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	BIL 405g Nonmotorized Safety Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp BIL 405g Nonmotorized Safety Uncommitted 2025



## 405h

<b>UNCOMMITTED FUNDS FOR BIL 405h PREVENTING ROADSIDE DEATHS</b>	
<b>Federal Funding Source</b>	<b>BIL 405h Preventing Roadside Deaths Uncommitted</b>
<b>GTS Code</b>	<b>M12X-2025-UF-RD-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	BIL 405h Preventing Roadside Deaths Uncommitted 2024
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp BIL 405h Preventing Roadside Deaths Uncommitted 2024
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	BIL 405h Preventing Roadside Deaths Uncommitted 2025
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	Supp BIL 405h Preventing Roadside Deaths Uncommitted 2025

## 164 Transfer Funds

<b>UNCOMMITTED FUNDS FOR REPEAT OFFENDER PROVISION</b>	
<b>Federal Funding Source</b>	<b>BIL 164 Transfer Funds Uncommitted to Projects</b>
<b>GTS Code</b>	<b>UP_164-2025-RO-00</b>
<b>Total Amount</b>	<b>TBD</b>
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	BIL 164 Transfer Funds Uncommitted to Projects 2024
<b>Amount</b>	<b>TBD</b>
<b>Eligible Use of Funds</b>	BIL 164 Transfer Funds Uncommitted to Projects 2025

## **Section 405 grant and Section 1906 racial profiling data collection grant applications (Appendix B)**

The OHSP has completed the following for consideration:

- Part 1: Occupant Protection Grants
- Part 2: State Traffic Safety Information System Improvements Grants
- Part 7: Motorcyclist Safety Grants
- Part 8: Nonmotorized Safety Grants
- Part 9: Preventing Roadside Deaths Grants

Please see attachments for this information.

## **Certifications and Assurances (Appendix A)**

Please see attachments for this information.

## **FY25 AGA Project Summary Table**

A table summary of all projects is provided as an attachment to this document.

## **Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants**

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Michigan

Fiscal Year: 2025

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

### **GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
  - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

## **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

## **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

### **THE DRUG-FREE WORKPLACE ACT OF 1988 ([41 U.S.C. 8103](#))**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  1. Abide by the terms of the statement;
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
  1. Taking appropriate personnel action against such an employee, up to and including termination;
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**POLITICAL ACTIVITY (HATCH ACT)**  
**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING**  
**(applies to subrecipients as well as States)**

**CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a



Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.*, "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**(applies to subrecipients as well as States)**

### **INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

## CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

## INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **BUY AMERICA**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

## **CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

### **PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE** **(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

### **POLICY ON SEAT BELT USE**

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.



## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

### **SECTION 402 REQUIREMENTS**

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
  - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
  8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

**Click here to validate form fields and permit signature**



Digitally signed by Katie Bower  
Date: 2024.07.31 15:02:37 -04'00'

8/1/24

Signature Governor's Representative for Highway Safety

Date

Katie Bower, Director

Printed name of Governor's Representative for Highway Safety



## Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

*[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Michigan

Fiscal Year: 2025

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***Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.***

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### **PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))**

*[Check the box above **only** if applying for this grant.]*

#### ALL STATES

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Pages: 56-64 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Pages: 57, 77, 112-197 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Attachment "MI\_FY25\_405(b)\_OP\_Inspection-Stations" and "MI\_FY25\_405(b)\_OP\_CPST-Instructors" (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Pages: 63-64 and Attachment "MI\_FY25\_405(b)\_OP\_CPST-Instructors" (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

**LOWER SEAT BELT USE STATES ONLY**

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

▪ Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

▪ \_\_\_\_\_  
Coverage of all passenger motor vehicles;

▪ \_\_\_\_\_  
Minimum fine of at least \$25;

▪ \_\_\_\_\_  
Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at \_\_\_\_\_ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at \_\_\_\_\_ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);
- o The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on \_\_\_\_\_ (date) (within 5 years of the application due date);

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [ Fill in the blank below.]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at  
Attachment "MI-FY24-26-3HSP-Report" pages 24-28 (location).

**PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

**MID-RANGE STATES ONLY**

*[ Check one box below and fill in all blanks under that checked box.]*

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

[ For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**HIGH-RANGE STATE ONLY**

[ Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date).  
Specifically:
- Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
  - Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
  - Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
  - Annual grant application at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
  - Annual grant application at \_\_\_\_\_ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at \_\_\_\_\_ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

[ For fiscal year 2024 grant applications only.]

The State's NHTSA-facilitated assessment was conducted on \_\_\_\_\_ (date) (within 3 years of the application due date); OR

The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))**

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

\_\_\_\_\_

▪ Identify all alcohol-ignition interlock use exceptions.

\_\_\_\_\_

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

---

  - Identify all alcohol-ignition interlock use exceptions.

---

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

---

  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

---

  - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

---

- Identify list of alcohol-ignition interlock program use violations;
- 
- Identify all alcohol-ignition interlock use exceptions.
- 

**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[ Check the box above only if applying for this grant.]*

*[ Fill in all blanks.]*

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
- 

*[ Check at least one of the boxes below and fill in all blanks under that checked box.]*

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
- 

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).
- 

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

**DISTRACTED DRIVING AWARENESS GRANT**

The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at \_\_\_\_\_ (location).

**DISTRACTED DRIVING LAW GRANTS**

**Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*
  - Prohibition on texting while driving;  
\_\_\_\_\_
  - Definition of covered wireless communication devices;  
\_\_\_\_\_
  - Fine for an offense;  
\_\_\_\_\_
  - Exemptions from texting ban.  
\_\_\_\_\_

**Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- o *Legal citations:*
  - Prohibition on handheld phone use;  
\_\_\_\_\_
  - Definition of covered wireless communication devices;  
\_\_\_\_\_
  - Fine for an offense;  
\_\_\_\_\_
  - Exemptions from handheld phone use ban.  
\_\_\_\_\_

**Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.



- *Legal citations:*
  - Prohibition on youth cell phone use while driving;  
\_\_\_\_\_
  - Definition of covered wireless communication devices;  
\_\_\_\_\_
  - Fine for an offense;  
\_\_\_\_\_
  - Exemptions from youth cell phone use ban  
\_\_\_\_\_

**Prohibition on Viewing Devices While Driving**  
 The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
  - Prohibition on viewing devices while driving;  
\_\_\_\_\_
  - Definition of covered wireless communication devices;  
\_\_\_\_\_

**PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[ Check the box above only if applying for this grant.]*

*[ Check at least 2 boxes below and fill in all blanks under those checked boxes only.]*

- Motorcycle Rider Training Course**
- The name and organization of the head of the designated State authority over motorcyclist safety issues is Secretary of State Jocelyn Benson
  - The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:  
*[Check at least one of the following boxes below and fill in any blanks.]*
    - Motorcycle Safety Foundation Basic Rider Course;
    - TEAM OREGON Basic Rider Training;
    - Idaho STAR Basic I;
    - California Motorcyclist Safety Program Motorcyclist Training Course;
    - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
  - In the annual grant application at Attachment "MI-FY25-Registrations and Endorsements 22-23" (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.



### **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Secretary of State Jocelyn Benson.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at Attachments "MI-FY24-26-3HSP-Report" pages 27 and 42 and "MI-Motorcyclists-Other-Motor-Vehicle\_FY25" (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at Attachments "MI-Motorcyclists-Other-Motor-Vehicle\_FY25," "MSAT Update," "MDOS Project Plan", and "Look Twice Communications Plan" (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.



### **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*



### **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).



### **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at Attachment "MI-FY24-26-3HSP-Report" pages 27 and 42 (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at Page: 86 and Attachment "MI-Impaired-Motorcyclists\_FY25" (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

**Use of Fees Collected From Motorcyclists for Motorcycle Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

*Legal citation(s):*

MCL 257.312(c) and MCL 257.801(1)(n) [See attached: Michigan Laws Links.pdf]

AND

The State's law appropriating funds for FY \_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

*Legal citation(s):*

Public Act 119 Pages 74 & 82 [See attached: Michigan Laws Links.pdf]

Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

*[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]*

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at  
Pages: 82-85, 92-107 \_\_\_\_\_ (location(s)).

**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at  
Pages: 90-91 \_\_\_\_\_ (location(s)).

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

**Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*  
\_\_\_\_\_.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

**Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):* \_\_\_\_\_.

- Applying as a documentation State—
  - The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
  - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

- Applying as a qualifying State—
  - A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_ (location).
  - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

*In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —*

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

**Click here to validate form fields and permit signature**



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Bower  
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-04'00'

8/1/24

---

Signature Governor's Representative for Highway Safety

---

Date

Katie Bower, Director

---

Printed name of Governor's Representative for Highway Safety



A map of Michigan and surrounding regions, including parts of Ohio, Indiana, and Ontario, Canada. The map shows major cities like Detroit, Lansing, Grand Rapids, and Toledo, as well as the Great Lakes. The text is overlaid on the map.

# MICHIGAN TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

## STRATEGIC PLAN

*FY2020-2024*



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# INTRODUCTION

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In Michigan, the traffic data systems that make up a comprehensive traffic records system are in multiple state departments. It is essential, that the operation and management of these systems are coordinated to ensure that the crash data is accessible, timely, accurate, complete, uniform, and integrated for all users within the State.

Prior to 1994, coordination of these systems took place through an interagency work group that met every other month. In 1994, this work group was absorbed into the Michigan Traffic Safety Management System becoming the Data Action Team (DAT), one of 13 action teams created within this system. Membership within the DAT expanded to include traffic safety data users from across the state. This expansion changed the role of the DAT from strategic to operational. Recognizing the need to continue coordination of these data systems at a strategic level, an executive level group continued to meet separate from the DAT. These two groups were combined to create Michigan's Traffic Records Coordinating Committee (TRCC). In 2002, the Michigan State Safety Commission and the Michigan Traffic Safety Management System were combined to create the Governors Traffic Safety Advisory Commission (GTSAC). The Traffic Records Coordinating Committee continues to serve as an action team within the GTSAC structure and has responsibility for addressing traffic crash record issues within the state.

In 2019, the Data Users Group was formed and merged with the Executive Level of the TRCC to streamline discussions and planning of future projects.

In Michigan, TRCC membership is made up of any group, agency or individual who has an interest in, and can provide to other members, a perspective needed to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic records. While Memorandum of Understandings (MOUs) exist between member agencies, TRCC membership is voluntary and can be subject to change at any point. The TRCC has no authority to set policy, establish rules, or otherwise impose its authority on any group, agency or individual. Work groups and technical committees are established based on current projects, activities and/or issues at hand. The full TRCC (executive and technical committees) currently meets on a quarterly basis.

Within the TRCC is an Executive Committee that provides leadership to the larger, full TRCC. The Chair of the TRCC is also a member of the Executive Committee and is rotated among the Executive Committee membership on an bi-annual basis. The TRCC keeps the GTSAC apprised of TRCC activity, projects and/or accomplishments through reports at the bi-monthly GTSAC meetings and through an annual accomplishment report. The Executive Committee is comprised of a representative from the Michigan Department of State Police – Criminal Justice Information Center (MSP-CJIC), Michigan Department of State (MDOS), Michigan Department of Transportation (MDOT), Michigan Department of Health and Human Services – EMS Office (MDHHS), Michigan State Courts Administrative Office (SCAO), the Michigan Office of Highway Safety Planning (OHSP), and the Michigan Department of Technology, Management, & Budget (DTMB).

The TRCC Charter can be found in the Appendix Section - Appendix A.

## Traffic Records Assessment

In 2004, 2009, 2014 and again in 2020 the Office of Highway Safety Planning (OHSP) requested the National Highway Traffic Safety Administration (NHTSA) to facilitate a statewide, comprehensive traffic records assessment. NHTSA proceeded to assemble a team of traffic records professionals representing the various disciplines involved in a state traffic records system. Concurrently the OHSP carried out the necessary logistical and administrative steps in preparation for the online assessment via the State Traffic Records Assessment Program (STRAP). A team of professionals with backgrounds and expertise in several component areas of traffic records data systems (crash, driver/vehicle, roadway, enforcement and adjudication, and EMS and trauma data systems) conducted the assessment.

The scope of the traffic records assessment included all the data systems comprising a traffic records system. The purpose of this assessment was to determine whether Michigan's traffic records system can support the means to identify the state's safety problems, to manage the countermeasures applied to reduce or eliminate those problems and to evaluate those programs for their effectiveness.

The 2020 Traffic Records Assessment Executive Summary can be found on page 6.

## Strategic Planning

A comprehensive Traffic Records Strategic Plan should define a system, organization, and process for managing the data and attributes of the roadway, drivers, passengers, and vehicles to achieve the highest level of highway safety by integrating the work of disciplines and agencies involved. **Simply put, a strategic plan identifies where the organization wants to be at some point in the future and how it is going to get there.** The "strategic" part of any planning is the continual attention to current changes in the organization and its external environment, and how this may affect the future of the organization and its established goals.

To manage this complex system and to achieve the level of integration necessary to meet the highest levels of safety, four key assumptions must be understood:

1. An organizational structure exists that will allow for the collaboration of the agencies involved in highway safety.
2. A formal management process is in place that will coordinate the activities of these agencies in a manner that will efficiently achieve the stated goals, mission, and vision.
3. The planning process is at least as important as the planning document(s) itself
4. The planning process is never "done" – it is a continuous cycle

This strategic plan is a multi-year plan which will be updated annually and/or as needed. The strategic plan was developed to address the timeliness, accuracy, completeness, uniformity, integration and accessibility of all traffic related data and systems and to provide the mechanism to ensure the expenditure of safety funds are done so with these elements in mind.

## Vision

All roadway users arrive safely at their destinations.

## Mission

Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash data and systems to enable stakeholders and partners to identify proactive countermeasures to address traffic safety issues.

## Goals

- ❖ Maintain a TRCC composed of members from the traffic safety community whose purpose is to jointly set the direction and future on matters related to Michigan traffic record data systems.
- ❖ Benchmark and measure the timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic data that is needed to identify priorities for national, state and local traffic safety programs.
- ❖ Facilitate and coordinate the integration of systems within the state, such as systems that contain crash related medical and economic data, with traffic crash data.

## Measures of Impact and Evaluation

In developing and implementing emphasis area strategies, the TRCC will determine the level of impact and success of efforts and resources expended to:

- ❖ Secure baseline data from relevant sources to determine the current 'Crash Picture' for the state.
- ❖ Develop and determine priorities and programming based on critical data analysis and potential emerging safety issues.
- ❖ Develop relevant measures of activity and impact and gather and use such data as the basis of new program development and requests for traffic records funding.

An annual report will be prepared to provide information on the status of all funds awarded under Section 405-c including the list of projects implemented in the past fiscal year, brief descriptions of activities completed, and any problems encountered.

## Emphasis Areas

To support the mission, vision and goals of the strategic plan, information was utilized from the 2020 Traffic Records Assessments and through TRCC general and executive level meetings and from other national, state, and local safety partners at various meetings, forums, and conferences. In addition, the generally accepted "E's" of traffic safety (Engineering, Enforcement, Education and Emergency Medical Services) were considered in establishing emphasis areas. This plan outlines the high-level activities and projects that provide a long term (5 year) direction of traffic records data and systems in Michigan in the following areas:

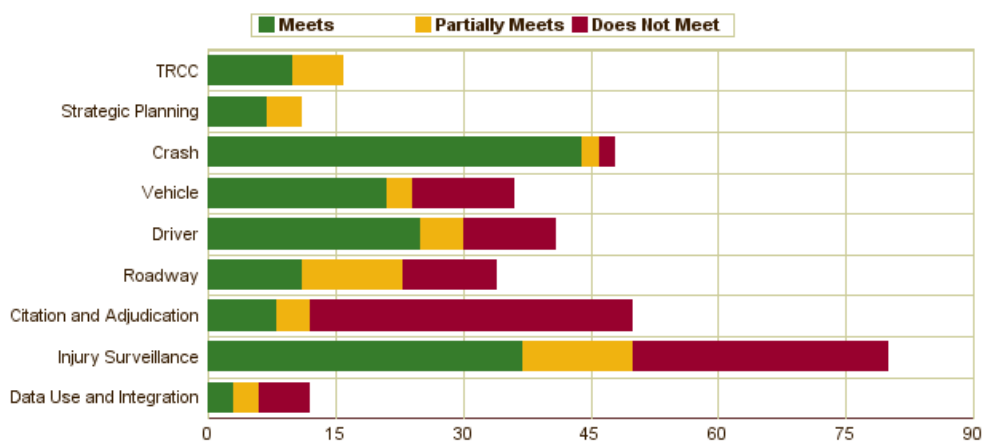
- ❖ Crash
- ❖ Citation/Adjudication
- ❖ Vehicle/Driver
- ❖ Injury Surveillance System Components
- ❖ Roadway
- ❖ Data Use & Integration
- ❖ TRCC
- ❖ Strategic Planning

## 2020 State of Michigan Traffic Records Assessment- Executive Summary

Out of 328 assessment questions, Michigan met the Advisory ideal for 166 questions (51%), partially met the Advisory ideal for 52 questions (16%) and did not meet the Advisory ideal for 110 questions (34%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Michigan met the criteria outlined in the Traffic Records Program Assessment Advisory 63% of the time for Traffic Records Coordinating Committee Management, 64% of the time for Strategic Planning, 92% of the time for Crash, 58% of the time for Vehicle, 61% of the time for Driver, 32% of the time for Roadway, 16% of the time for Citation and Adjudication, 46% of the time for EMS / Injury Surveillance, and 25% of the time for Data Use and Integration.

**Figure 1: Rating Distribution by Module**



### Recommendations & Considerations

According to 23 CFR Part §1300.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

*“(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation.”*

The following section provides Michigan with the traffic records assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide Michigan flexibility in addressing them in an appropriate manner for your State goals and constraints. Considerations are more detailed, actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams (GO Teams are small groups of one to three subject matter experts designed to help States address traffic records issues ranging

## TRCC Strategic Plan 2024 Updates

from pinpoint assistance with a single database to broader assistance with Traffic Records Coordinating Committee (TRCC) management, strategic planning, and data integration), Crash Data Improvement Program (CDIP), and Model Minimum Uniform Crash Criteria Mappings (MMUCC) are available for targeted technical assistance and training.

### Crash Recommendations

**Assessment Recommendation:** Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** The crash data system currently interfaces with the driver, vehicle, and roadway system. In 2020 the crash system started sharing their data file with the Michigan Trauma and Injury system. Objectives will continue to be researched to explore potential methods to build interfaces with citation, adjudication and trauma systems and improve existing interfaces.

**Assessment Recommendation:** Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** Procedures and process flows for the Crash data system have been created or are in a draft status with the Procedures and Electronic Analyst. The Michigan Crash Analysis Tool (Mi-CAT) – Phase III also implemented a Crash Query and Dashboard Application that provides the ability to quickly analyze crash statistics and generate shareable reports, charts and graphs. FY22 was the final phase of this multi-year project. Discussions will continue with MSP/CJIC for future projects.

### Vehicle Recommendations

**Assessment Recommendation:** Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** MDOS has implemented the Customer and Automotive Records System (CARS) since the previous assessment has added more functionality desired in the Advisory. Performance measures for improving vehicle data quality are future goals for TRCC and will be explored as the system develops.

**Assessment Recommendation:** Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** There is no interface with other traffic record systems such as the driver or crash databases and the data conventions for capturing personal identity information for these systems appears to be different. However, it was reported that a unified record system is in the process of development to combine vehicle and driver records. TRCC will explore methods to improve the interfaces for the vehicle system.

### Driver Recommendations

**Assessment Recommendation:** Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** The Michigan Department of State is generating more timely and complete

## TRCC Strategic Plan 2024 Updates

error reports to the courts for resolution. Also enhanced training is being done with courts to promote more accurate and timely submission of data. This project promotes traffic safety by ensuring unsafe drivers are taken off of road faster and ensuring consistent enforcement for driving offenses. FY22 was the final phase of this project. Discussions will continue with MDOS for future projects.

**Assessment Recommendation:** Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** MDOS can grant law enforcement access to the driver records through the Law Enforcement Information Network. The other piece related to inter-operability of the citation interface is addressed in recommendation #1 in "Citation".

### Roadway Recommendations

**Assessment Recommendation:** Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** The MDOT ESRI Roads & Highways software package went live Oct 10, 2018. Work continues in configuring the software and integrating the MDOT road data with the Center for Shared Solutions (CSS) Michigan Geographic Framework (MGF). CSS delivers the electronic road system used by MDOT and MSP for crash location and analysis.

Through a series of meetings with vendors ESRI, CSS, and Roadsoft, The ESRI design recommendation was reduced to three high level recommendations. ESRI worked with MDOT, CSS, and Roadsoft to script models to produce a centerline and migration outputs from R&H. The model's export was used to load most of the existing MIRE FDE items into Roadsoft version 20.

We have made progress with MIRE FDE data collection, with 15% of our non-state owned local paved roads collected. MDOT began a new grant, Deriving Missing Model Inventory of Roadway Elements (MIRE) Surface Type from Imagery Phase I in April 2022. This project strives to complete the surface type require for the MIRE Federal Data Elements (FDE) in the MDOT roadway database. Phase II of the project will continue into FY24 and beyond. Detailed information about FY24 can be found on page 63.

**Assessment Recommendation:** Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** The MDOT ESRI Roads & Highways software package went live Oct 10, 2018. Work continues in configuring the software. Road alignments and many attribute edits are now being done by MDOT for the final CSS delivery. Bringing this work item back to MDOT allows for the completion of Act 51 changes to be incorporated into the annual centerline version releases.

MDOT recently completed the 2020 Traffic Records Assessment (TRA) report. This report documented the updated quality control measures the department is implementing, such as regularly running data validation reports and maintaining good channels of communication between various data management areas within the department and state government.

Discussions with the MDOT Data Inventory and Integration Division management, (business owners of MDOT R&H) expressed a willingness to consider roadway metrics in future discussions with TRCC.



### Citation / Adjudication Recommendations

**Assessment Recommendation:** Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** For citations, there is no statewide tracking system or data dictionary. Therefore, not all fields are clearly defined and represented in field data collection manual, training materials, coding manuals and corresponding reports. There is no indication about what data fields are populated through integration with other traffic records system components.

For Case Management Systems, only one data dictionary of the 7 case management systems partially defines the fields in the system and does not identify the data elements populated by data integration.

TRCC will begin reviewing the citation system's adherence to national guidelines. Recommendations will be made for improvements to applicable sections.

**Assessment Recommendation:** Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** There is no set of established performance measures for the timeliness, accuracy, completeness, uniformity, integration and accessibility for both citation and adjudication systems. The TRCC will create an action plan that will detail the steps necessary to establish and implement performance measures as outlined and required in the Traffic Records Program Assessment Advisory. Performance measures for improving citation data quality are future goals for TRCC and will be explored as the system develops.

**Assessment Recommendation:** Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** During the 2020 traffic records assessment, the citation and adjudication section had many of its questions assigned to incorrect respondents. Citation and adjudication data are part of a process that starts with the development of paper citations or an electronic citation program and citation numbers. Law enforcement officers are assigned the paper citation or electronic numbers and issue citations to the public, then forward the citation to their own managers, and to the adjudicators within their jurisdictions. The prosecutors review the citations and determine whether to file the case or to dismiss or defer. Judges determine a disposition, which is then sent to the driver history file. This involves several State agencies, and these should work in concert on the collection and use of this data.

The TRCC continues to explore methods to improve the interfaces for the citation system. A demonstration was given to the TRCC by Indiana's eCitation system, this has laid a groundwork for discussion, and given an opportunity for mentoring via another State in our Region. The TRCC has gained participation from SCAO and continues to work to grow this partnership.

### EMS / Injury Surveillance Recommendations

**Assessment Recommendation:** Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** The EMS data system, Michigan EMS Information System (MI-EMSIS), has

established 12 performance measures and metrics within the following attributes: accuracy, completeness, timeliness, and uniformity, that are tracked in a monthly progress report.

Each Medical Control Authority (MCA) within the EMS system conducts quality control reviews of the above performance measures.

The TRCC approved a four-year project with MDHHS, Improving Quality of Crash Severity and Injury Assessment within Michigan EMS Information System (MI-EMSIS). We are currently in Phase II of the project, that is planned to continue into FY25 and beyond. A full-time data analyst has been hired to utilize the MI-EMSIS as well as Biospatial to identify gaps in documentation related specifically to motor vehicle crashes. For more detailed information please see page 59 for FY24.

### Data Use and Integration Recommendations

Assessment Recommendation: None.

Michigan TRCC Response: The TRCC will continue discussions to move forward with data integration.

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## CRASH

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### Description

The Traffic Crash Reporting Unit (TCRU) is responsible for the complete, accurate, and timely collection of statewide traffic crash data. The TCRU maintains the Traffic Crash Reporting System



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(TCRS) database that serves as the central repository for all traffic crash data for the State of Michigan. By law, and in accordance with Michigan Motor Vehicle Code Section 257.622, all law enforcement agencies are required to submit qualifying crash reports to the MSP.

The Unit receives and processes approximately 315,000 crashes annually. The data collected from the crash reports is used extensively by federal, state, and local traffic safety partners to identify traffic safety problems and to support the state's efforts to reduce crashes, fatalities, and injuries. Michigan has established integration between its crash system and other State traffic records systems to improve the quality and accuracy of traffic safety information.

Michigan has met the advisory standards for NHTSA'S crash system performance measures which can serve as a model for other States. When compared to the federal reporting guidelines in NHTSA's Traffic Records Advisory, Michigan has one of the best performing crash systems in the nation. Several states have requested meetings with Michigan to inquire about how we established the crash system processing. In addition, Michigan has implemented one of the nation's most comprehensive quality control programs, addressing the most critical traffic safety issues.

In 2016, Michigan underwent a revision of the State of Michigan Traffic Crash Report. Michigan's team utilized the Model Minimum Uniform Crash Criteria (MMUCC) and American National Standard Institute (ANSI) D-16 as part of their compliance process to ensure adherence to federal crash reporting standards.

Michigan is now receiving nearly 100% of the crash data electronically and established a statewide electronic reporting requirement as of January 1, 2020.

<b>Quick Michigan Crash Stats</b>				
	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Fatalities*	1,083	1,131	1,123	1,095
Speed-Involved Fatalities**	274	299	288	286

Pedestrian Fatalities*	175	183	173	183
Bicyclist Fatalities*	38	29	36	24
Motorcyclist Operator Fatalities*	145	159	173	165
Unrestrained Passenger Vehicle Fatalities***	228	254	244	Not available
Young Driver-Involved (Age 15-20) Fatalities***	133	170	131	
Older Driver-Involved (Age 65+) Fatalities***	219	230	257	
Distracted Driving Fatalities*	52	59	57	59

- \* Source: Traffic Crash Reporting System (TCRS)
- \*\* Source: Fatality Analysis Reporting System (FARS)
- \*\*\* Source: Michigan Traffic Crash Facts Website – Fact Sheets

### Performance Measures

Note: \*\*\* Measures are gauged by calendar year, not fiscal year

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NHTSA PERFORMANCE MEASURES										
OHSP - FISCAL YEARS										
Performance Attribute	Performance Measure	Baseline Measure	FY 2017 (10-1-2016 to 09-30-2017)	FY 2018 (10-1-2017 to 09-30-2018)	FY 2019 (10-1-2018 to 09-30-2019)	FY 2020 (10-1-2019 to 09-30-2020)	FY 2021 (10-1-2020 to 09-30-2021)	FY 2022 (10-1-2021 to 09-30-2022)	FY 2023 (10-1-2022 to 09-30-2023)	Goal
Timeliness	# days from the crash date to entry into TCRS database (electronic and paper)	103 days (2003)		12.97	12.41	12.93 (Manual Paper Entry)	11.51	12.5	11.81	Michigan will improve to 11 days for 2023.
	% records entered into the system within 30 days of the crash	79% (2006)	94%	95%	95%	94%	95%	95%	96%	Michigan will improve to 96% for 2023.
	% records entered into the system within 15 days of the crash	83% (2017)	83%	85%	86%	87%	87%	85%	85%	Michigan will improve to 85% for 2023.
	% records entered into the system within 7 days of the crash	52% (2017)	52%	53%	54%	54%	54%	53%	53%	Michigan will improve to 55% for 2023.
Accuracy	# of data performance edit errors per crash record	0.14 (2016)		0.05	0.03	0.01	0.01	0.01	0.01	Michigan will remain at .01 data edit errors per crash for 2023.
	% of crash records with no errors in critical data elements	93% (2017)	94%	95%	96%	96%	96%	98%	98%	Michigan will improve to 97% for 2023.
	% of crash records with 2 or more uncorrected "serious, non-fatal" (Severe) errors	7% (2018)	7%	0%	0%	0%	0%	0%	0%	Michigan will remain at 0% for 2023.
	% of crash records with 5 or more uncorrected "minor" errors	45% (2018)	37%	25%	3%	1%	5%	5%	3%	Michigan will remain at 5% or less for 2023.
Completeness	% of crash records with no missing critical data elements	58% (2018)	92%	95%	96%	96%	92%	98%	98%	Michigan will improve to 94% for 2023.
	% of unknowns or blanks in critical data elements	Crash - 13% (2017) Unit - 6% Party - 23% Party (Driver Cond) - 8% CMV - 6%	Crash - 14% Unit - 6% Party - 23% Party (Driver Cond) - 8% CMV - 6%	Crash - 11% Unit - 6% Party - 22% Party (Driver Cond) - 9% CMV - 5%	Crash - 11% Unit - 6% Party - 22% Party (Driver Cond) - 9% CMV - 6%	Crash - 12% Unit - 7% Party - 24% Party (Driver Cond) - 9% CMV - 6%	Crash - 13% Unit - 7% Party - 25% Party (Driver Cond) - 9% CMV - 6%	Crash - 11% Unit - 7% Party - 23% Party (Driver Cond) - 9% CMV - 6%	Crash - 11% Unit - 7% Party - 23% Party (Driver Cond) - 9% CMV - 4%	Michigan will improve to the following percentages for 2023: Crash - 10% Unit - 6% Party - 21% Party (Driver Cond) - 8% CMV - 5%
Uniformity	% compliance with MMUCC guidelines	85% (2008)	NHTSA Mapped using 5th Edition, 12-2017 Crash-74.2% Dynamic Data Elements-32.2% Fatal Section-50.79% Large Vehicles-24.25% Non-Motorist Section-19.66% Person-46.33% Roadway-21.75% Vehicle-52.98%							The uniformity measure will be addressed with the 2024 MMUCC Guidelines.
Integration	% of in-state DLN's linked to MDOS driver file	97% (2015)	96%	97%	97%	96%	96%	96%	96%	Michigan will improve to 97% for 2023.
	% of in-state VIN's linked to MDOS vehicle file	97% (2017)	97%	98%	99%	99%	98%	99%	99%	Michigan will improve to 99% for 2023.
Accessibility	Principal Data Users (MDOT, UMTRI, SEMCOG, TIA, Wayne State University, WMU, MSU)	96% (2020)		Survey Questions: "How easily are you able to obtain crash data or other services requested from the TCRU?" "Your satisfaction with the timeliness of the TCRU's response to your request?"	Survey sent to OHSP, MSP, MDOT, UMTRI, SEMCOG, TIA, and MDOS users in early 2020. Most recent results compiled on 1-23-2020: -16 users were surveyed with 12 responding for a total of 24 questions. -65% of the users were satisfied with both areas. One response suggested an area for improvement with the release of year-end data.			We receive immediate response from users after Mi-CAT trainings that are put on by Numeric.  Accessibility to be surveyed again after more users are on Mi-CAT after the TCRS website was shut down.	Michigan will improve to 97% for 2023.	

## TRCC Funded Projects

### State of Michigan Traffic Crash Report Form Training Support

The State of Michigan Traffic Crash Report Trainer is also the instructor and subject matter expert for the Crash Location Improvement Project (CLIP). The trainer provides free training on the CLIP tool to local agencies that utilize the vendor that created CLIP.

### Michigan Crash Analysis Tool

The TCRS is a nationally recognized crash database and processes all Michigan crash data, however, the TCRU had no way to easily process crash data requests. The process to complete crash data requests was difficult and time-consuming.

The Michigan Crash Analysis Tool has dramatically reduced the wait time to respond to crash data requests and allows for a more dynamic querying of data.

An additional piece was added to Mi-CAT in March 2022, called Network Screening. This new feature allows for the ranking of road segments and intersections. Crash locations can be filtered using geo-

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boundaries, age ranges, countermeasures and many other crash attributes already available in Mi-CAT.

In total, the Michigan TRCC approved \$345,000 for the original Mi-CAT project, plus an additional \$132,300 for the Network Screening application.

### General Funding Information

The MSP/CJIC funds a State of Michigan Traffic Crash Report Trainer position. The State of Michigan Traffic Crash Report Trainer provides training on the crash report form, in various mediums, to law enforcement agencies, regional police academies, and traffic safety professionals. In addition, this trainer works with the electronic crash analyst, quality control analyst, and the crash specialist to identify reporting problems and possible misinterpretations of data fields and attributes on the State of Michigan Traffic Crash Report form. Specialized and specific trainings are offered to police agencies where there may be a concern with data quality.

The MSP/CJIC shares data on a regular basis with the Michigan Department of Health and Human Services (MDHHS) and Bureau of Emergency Medical Services, Trauma, and Preparedness section to integrate with their datasets. The MSP/CJIC also processes many crash data requests for MSP, local law enforcement agencies, media, universities, and the public to name a few. The MSP/CJIC has proactively implemented a robust quality control program to ensure the crash data is as accurate as possible.

State of Michigan federal trunkline funds are used to support the entire TCRU, which consists of 10 positions, as well as all costs associated with managing the traffic crash database.

### 2023 Accomplishments

Statewide crash report timeliness decreased from 12.5 days in FY2022 to 11.81 in FY2023.

The State of Michigan Traffic Crash Report Trainer conducted 92 trainings for 2,130 attendees from 307 agencies. The trainings were conducted for the recruit school academies, law enforcement agencies, regional police academies, traffic safety and vehicle engineers. The grant also provided training materials to 387 additional police officers. Presentations were also made to the following groups:

- Michigan State Police Explorers and Cadets.
- Michigan Sheriff Association conference.
- Traffic Improvement Association “Ted Talk”.
- Criminal Justice Information Center/Biometrics Identification Division conference.
- Office of Highway Safety Planning, Traffic Enforcement Strategies conference.
- Law Enforcement Records Management Association conference.
- Traffic Safety Summit conference.
- Saginaw County Career Center criminal justice students.
- Michigan Department of Health and Human Services meeting.

The Michigan Crash Analysis Tool is a traffic safety analysis and visualization solution provided by the Michigan State Police, Criminal Justice Information Center for state and local agencies to perform crash analysis in their respective areas. The tool has made a significant impact thus far, providing crash statistics in a timelier manner, increasing the unit's efficiency to respond to data requests. An example of improved response time is creating the statistics for Traffic Safety Network group meetings. This effort previously took approximately three hours to compile the data but using the Michigan Crash Analysis Tool reduced the time to approximately a half hour. At the end of the 4<sup>th</sup> Quarter of 2023, the Mi-CAT application had over 1,047 unique users, 706 individual saved Crash Queries and 49 custom built Dashboards. With respects to the new Sliding Window Analysis and Network Screen Segments, 30 separate projects have been saved.

### Crash Unit Contact

Amanda Heinze, Michigan State Police, Criminal Justice Information Center

## VEHICLE

### Description

The State of Michigan vehicle titling, and registration program is administered by the Michigan Department of State (MDOS). All vehicle registration and title records are contained in a single database under the custodial authority of the Michigan Department of Management and Budget (MDTMB). The legacy Michigan vehicle title and registration system were replaced with the Customer and Automotive Records System (CARS) since the last Traffic Records Assessment. CARS is a real time data entry and processing system that incorporates data entry validation through field and logical edits. Additionally, CARS queries outside databases to confirm Vehicle Identification Number (VIN) information and obtain vehicle title information through National Motor Vehicle Title Information System (NMVTIS). CARS is supported by documented data elements and data structures in a comprehensive data dictionary while processing sequences are documented in training manuals for all vehicle title and registration transactions.

CARS is further supported by technical system workflow documentation, but no routine and alternative operational processing workflow documentation exists. Additional programs supporting CARS include: a program for making data corrections by internal quality assurance staff; a program for receiving user feedback to identify problems and receive ideas for system improvement; a program for detecting high frequency errors to identify issues; a program of audits; and an evaluation program for long term trend analyses.

Michigan vehicle registration and title documents contain barcoded information allowing for rapid data collection by law enforcement equipped with bar code reading technology. Additionally, vehicle records for vehicles reported stolen to law enforcement are flagged within the CARS.

<b>Quick Stats for the Vehicle System</b> <small>(source summary of fees collected 25683 7 208911 7.pdf)</small>			
	<b>2020</b>	<b>2021</b>	<b>2022</b>
			<b>2023</b>

Vehicle Registrations Issued	9,137,484	9,771,600	9,587,812	10,066,604
Title's Issued in Michigan's 83 Counties	1,343,569	1,600,394	1,053,943	1,061,505

\*\*Source - [summary\\_of\\_fees\\_collected\\_25683\\_7.pdf \(michigan.gov\)](#) Page 6

### Performance Measures

The Traffic Records Coordinating Committee (TRCC) will continue working with the Michigan Department of State (MDOS) to set performance measures that can be shared with the team.

### TRCC Funded Projects

The Michigan TRCC is not currently funding any projects for the Vehicle System.

### General Funding Information

The Customer and Automotive Records System (CARS) is maintained and staffed by the Michigan Department of State (MDOS).

### FY 2020 Accomplishments

- Michigan is now a 'real-time' NMVTIS participating state with Customer and Automotive Records System (CARS) implementation. Previously Michigan was a batch participating state.
- Worked with American Association of Motor Vehicle Administrators (AAMVA) on Michigan's continuous use of NMVTIS State Web Interface after real-time implementation, which helped to verify and resolve out-of-state title transactions and improved timeliness of verification turnaround.
- Prior to the implementation of CARS, local Secretary of State branches had to manually verify all foreign titles utilizing the NMVTIS website. If a discrepancy were found between the NMVTIS database and the foreign title presented; a request would be submitted to the NMVTIS helpdesk for further research and validation of the foreign title. Michigan would send a nightly batch file to AAMVA to ensure that the NMVTIS database would have the most up to date title record. With the implementation of CARS, Michigan now has a real-time interface with AAMVA web servers to verify title activities. The real-time implementation resulted in the help desk receiving more review cases, telephone calls and emails because all vehicle title activities are verified. The verification of titles with other states ensures only one title is issued per vehicle, reducing the chance and opportunity for fraud or error.

### Vehicle Unit Contact

Keitha Cameron, Michigan Department of State

# DRIVER

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## Description

The Michigan Department of State (MDOS) has custodial responsibility for the Michigan driver data system, which resides in a single location and includes records pertaining to all drivers in the State, including commercially licensed drivers.

The State has well-established 3-level Graduated Driver License (GDL) program for novice drivers and motorcycle safety program for motorcycle riders. Michigan tracks and maintains relevant information related to these two programs. Also, the State maintains the Basic Driver Improvement Course (BDIC) dataset that contains detailed information regarding BDIC course completions and associated traffic violations. At the present time, the State only captures and saves the last three issuance dates for all permits, licenses, and endorsements. However, Michigan is in the process of updating its driver data system, which will allow to retain all information pertaining to driver license issuance, including the dates of original issuance.

The driver data system interacts with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS). The contents of the driver system are documented in the MDOS Driver Database Field Description Guide with definitions for each data field and detailed information on valid data field values. The MDOS Driver Database Field Description Guide is updated as needed and in accordance with federal and State legal requirements.

The State maintains appropriate documentation related to procedures for driver license, permits, and endorsements issuance. These procedures are specified in the Driver License Manual. In addition, the State has the Standard Actions Manual and the Court Procedures Manual, that document procedures regarding driver license actions, reporting and recording of conviction information, and other information relevant to the driver system. There are several data process flow diagrams comprising of information related to key data process flows and inputs from other data systems, as well as interactions with other data systems. Michigan has established process documentation with rules to purge data from the driver data system.

Michigan has established comprehensive procedures to detect false identity licensure fraud for both commercial and non-commercial drivers. The State provides the driver history record information to another State upon request. For commercial drivers, this is accomplished through CDLIS, and for noncommercial drivers, the driver history information is provided electronically or manually. The same methods are used to obtain the previous driver history information from other States. Michigan does not use facial recognition software prior to issuing driver license. However, the State may exchange driver photos with other State upon request and if such request meets Michigan's legal requirements. Michigan has established the Security Awareness Training Standard to ensure appropriate system and information security. This standard applies to all information systems in the State.

The State does not impose administrative license suspension based on a DUI arrest. Also, a separate DUI tracking system is not established. However, the State has established protocols for reporting different DUI-related data to MDOS, such as DUI conviction data from the courts or data on drivers in crashes involving alcohol. There is an interface link between the State's driver data system and the PDPS, the CDLIS, the Social Security Online Verification (SSOLV), and the Systematic Alien Verification for Entitlements (SAVE). Access to the Michigan driver data system cannot be granted to



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authorized law enforcement agencies, except for limited and approval-based access through the Michigan Law Enforcement Network (LEIN) system. Michigan court personnel can be granted access to the driver data system through different methods, including via the MDOS Direct Access.

Michigan has well established data monitoring procedures to detect and correct errors. For example, the State performs random audits, uses the error reports for the conviction data submitted by the courts, detects keying errors, etc. The State performs annual reviews of their conviction data, evaluates error rates, identifies trends, and detects potential anomalies in these data. Data quality feedback from key users is communicated to data managers. The State also has well established timeliness performance measure. Specifically, Michigan maintains a report that shows the number and the percentage of the conviction abstracts that are received by the MDOS within 10 days from the conviction date. This report is produced on monthly basis and shows this information for each court in the State.

Quick Stats for the Driver System				
	2020	2021	2022	2023
Total licensed Michigan drivers (source DM/9005 report)	9,567,768	Data not provided	Data not provided	Data not provided
Court convictions (source DR5315 report)	561,199	460,353	563,608	544,985

### TRCC Funded Projects

The Michigan TRCC is not currently funding any projects for the Driver systems. The State to State (S2S) Staffing project was completed in Fiscal Year 2022.

### General Funding Information

MDOS successfully wrote and received grants to help with different upcoming projects.

- FMCSA provided a grant to allow DRPS and Driver Programs and Testing Section to hire two limited-term analysts to provide expertise in upcoming CDL -related projects.
- FMCSA also awarded (in August 2020) a CDL grant to allow the Office of Hearings and Administrative Oversight to hire a limited term attorney to assist in communications and training for courts and prosecutors related to CDL issues.

### FY 2023 Accomplishments

The State to State (S2S) Staffing project corrected over 75% of the driver database records. The project assisted in maintaining the integrity of driver records by helping to identify duplicate entries in the database and eliminate them. It helped to ensure that proper driver sanctions were taken on records that were found to have multiple individuals associated with them. It helped to preserve the national goal of each driver having only one record, thus promoting traffic safety and ensuring that only properly credentialed individuals are on the road.

The MDOS successfully completed the State to State project and is now part of a national effort to ensure that records are properly identified with the correct drivers and proper sanctions are taken. As



new states come on board, new potential duplicates are identified – there are currently about 95,000 potential duplicates being manually reviewed.

The MDOS successfully implemented the federally mandated Driver History Project that ensured that all driving records are sent electronically from state to state. This reduces the flow of paper records. Other states are coming on board in a staggered fashion.

### Driver Unit Contact

John Harris, Michigan Department of State

## ROADWAY

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### Description

The State of Michigan has over 120,000 miles of paved roads. The State uses ESRI Roads and Highways (R&H) as its linear referencing system for locating safety data. This includes the crash, roadway, and traffic data. The program is a web-based program which allows multiple agencies easy access to the LRS so data can be uniformly located. Through the software program Roadsoft, Michigan has an enterprise level crash reporting tool. Crash data is available for the public to use on a public website.

Michigan has most of the MIRE FDE's in their data dictionary, currently 22 with an additional 12 planned to be included by May 2020. All roadways have a unique ID, classification, beginning and ending points. Intersection and ramps have unique ID's as well as length information for the ramps. Other data elements can also be found in this dictionary or in various other data dictionaries. Local entities use the software Roadsoft to collect their roadway data. Currently the State is working on changes to the software to incorporate more elements of the MIRE FDE's. Updates are done through excel files provided by the Roads and Highways vendor. These documents are modified when data elements are added or deleted from the database.

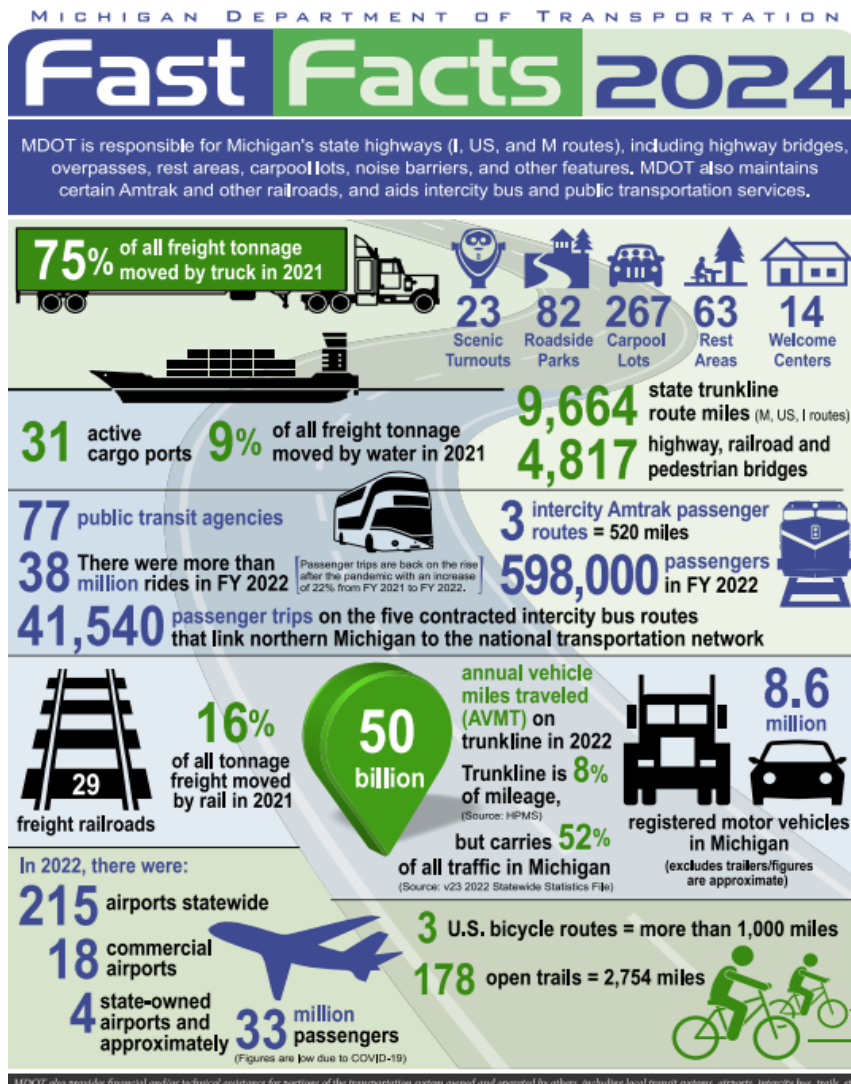
Michigan Department of Transportation (MDOT) and the State of Michigan's Center for Shared Solutions (CSS) have a partnership where CSS maintains the Michigan Geographic Framework (MGF). RoadSoft users, Act 51, and community partnerships as well as crash location identification help identify roads that need to be added or removed from the MGF. CSS makes the changes within the Michigan Geographic Framework Editing Environment (MGFEE). These updates are audited to ensure accuracy. ESRI Workflow Manager is used to ensure the process is repeatable and to show the flow of information. Manuals such as the Pavement Surface Evaluation and Rating (PASER) manual are provided to guide locale entities on the collection and management of the data. The State also uses the Highway Performance Monitoring System (HPMS) Field Manual as a guideline for data collection.

Roads and Highways uses a physical reference value that connects the State's discrete roadway information systems. Location coding methodologies for all the State roadway information systems are compatible and can use Lat-Long to convert to the LRS. The MGF is available to anyone for download and allows for linkage of information to it, however locals do not interact with the State's enterprise roadway information systems.

No real data performance measures have been established for the State. There are requirements that they strive to meet such as deadlines, but these are not performance measures. They do have

spreadsheets that could help with the development of performance measures such as those included in the integration question.

Quality checks are done through existing rules for managing the MFG revisions, but no reports are created. Error and edit checking are done through Roads and Highways Data Reviewer. Data collectors receive TAMC training for RoadSoft and are provided quality control information during this training.



## Performance Measures

MIRE FDEs	Non Local Paved Roads - Segment		Non Local Paved Roads - Intersection		Non Local Paved - Interchange/Ramp		Local Paved Roads		Unpaved Roads	
Begin Point Segment Descriptor (10)	100	100					100	100	100	100
End Point Segment Descriptor (11)	100	100					100	100	100	100
Segment Length (13)	100	100								
Direction of Inventory (18)	0	0								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	45.35	32.36								
Access Control (22)	100	99.99								
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	100		
Average Annual Daily Traffic (79)	99.79	99.79					99.8	99.8		
AADT Year (80)	23.54	18.19								
Type of Governmental Ownership (4)	100	100					100	100	100	100
<b>INTERSECTION</b>										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			99.89	99.89						
Intersection/Junction Geometry (126)			0.01	30.28						
Intersection/Junction Traffic Control (131)			83.71	47.91						
AADT for Each Intersecting Road (79)			100	100						
Unique Approach Identifier (139)			100	100						
<b>INTERCHANGE/RAMP</b>										
Unique Interchange Identifier (178)					100	NA				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	NA				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	NA				
Number of Through Lanes (31)					100	NA				
Roadway Type at Beginning of Ramp Terminal (195)					85.71	NA				
Roadway Type at End Ramp Terminal (199)					83.34	NA				
Interchange Type (182)					99.51	NA				
Ramp AADT (191)					100	NA				
Year of Ramp AADT (192)					26.32	NA				
Functional Class (19)					100	NA				
Type of Governmental Ownership (4)					100	NA				
<b>Totals (Average Percent Complete)</b>	<b>86.91</b>	<b>80.35</b>	<b>83.37</b>	<b>82.58</b>	<b>90.44</b>	<b>NA</b>	<b>92.50</b>	<b>95.69</b>	<b>100.00</b>	<b>100.00</b>
Modification to Roadsoft to accommodate MIRE FDE										
*Derived* data base requires processes to extract in MIRE FDE format										
*100 of roads/ 0 ST* we have this data for all roads, so when we understand which roads are paved and which roads are not, we are set.										

## TRCC Funded Projects

### Deriving Missing Model Inventory of Roadway Elements (MIRE) Surface Type from Imagery

Surface type is one of the most burdensome Model Inventory of Roadway Elements (MIRE) Federal Data Elements (FDE) to collect on a statewide basis for the Michigan Department of Transportation and its partner agencies. Surface type also determines what other MIRE FDE data items need to be collected. This project builds upon the success and lessons learned from the TRCC/NHTSA three vendor grant project completed by the MDOT in FY2021.

In the last grant, two vendors were asked to derive unpaved surface type from imagery. One imagery vendor, MTU, used proven techniques and manual processing. This vendor/process was chosen to ensure that some unpaved surface type data would be collected. If the manual process was done statewide, prior to the project, it was estimated to cost \$2,075,000, or about \$25,000 a county. In addition to that cost, it would also require another process to collect the other surface types such as concrete and asphalt. As this method was looking too expensive, a second imagery process was also selected. The imagery process of the second vendor would concentrate on utilizing Artificial Intelligence (AI) methods and was experimental. If successful, AI processes could be more economical to collect surface type statewide. However, the original AI vendor was not able to meet quality control levels or deliver the data on the Michigan Department of Transportation (MDOT) Roads & Highways (RH) without considerable extra cost and resources.

During the project, the MTU was able to enhance their manual processes to add automation, implement multiple AI algorithms successfully, and delivered data on the MDOT's RH. These extra tasks were done in last year's grant without being in the contract deliverables. The MTU performed quality control on the- data with acceptable results to the MDOT. In follow-up meetings with the MTU team, they expressed belief that with further research, they could improve quality, develop the ability to collect

unpaved, concrete, and asphalt surface types in one pass, and reduce costs with more automation and AI advances.

The third vendor in last year's grant, Center for Shared Solutions (CSS), contacted agency staff and entered any surface type data manually into RH from maps or other sources that the agency had available. The CSS contacted 123 agencies out of 616 in the state, only 33 responded or had data. During the project, only 5 of the 33 agencies surface type data was completely entered into the MDOT R&H. Based upon these results, the success rate for contacting agencies and entering data, if expanded to the rest of the state, is more expensive and is unlikely to meet the MIRE FDE data deadline.

Overall, the MTU imagery process shows a clear cost and timing edge over the other methods for collecting surface type data and a high probability of success.

In total, the Michigan TRCC approved \$260,007.82 in 405(c) funding for this project in FY2024.

### General Funding Information

#### Michigan Highway Safety Improvement Program 2021 Annual Report

### FY 2023 Accomplishments

This is a multi-year project. This reporting year and part of next year are research. The research goals are progressing as planned. Once the research is complete in the next fiscal year, the production phase will start. The research is expected to be successful in collecting surface type, a MIRE FDE data item for the entire state.

Once the MIRE data collection process is complete, and the dashboard internet tool is completed, this project will benefit every community in Michigan by allowing them to view all collected MIRE data in one internet accessible location. This will enable planners to make more informed safety and infrastructure project planning decisions.

### Roadway Unit Contact

Mike Toth, Michigan Department of Transportation

## CITATION/ADJUDICATION

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### Description

## TRCC Strategic Plan 2024 Updates

The State Court Administrative Office (SCAO) maintains a Judicial Data Warehouse (JDW) of statewide adjudication and conviction data. The JDW is not the official court record.

The State has a real-time driver and criminal and driver history database, the Law Enforcement Information Network, which provides data to appropriate individuals. The State law provides for numerous types of administrative driver license penalties, which are effectively tracked. These are but a few of the positive aspects of Michigan's citation and adjudication data files.

The State experiences difficulties in other aspects of data collection in terms of uniformity and consistency, not unlike other states, due to its non-unified court system and multiple types of court case management systems. The Michigan Judicial Council's 2022-25 Strategic Agenda envisions the eventual adoption of a single unified Case Management System (CMS). This vision was supported by all three branches of state government in the historic \$150 million appropriation signed in 2022 to fund the initial build out of the technology infrastructure for unified case management throughout Michigan.

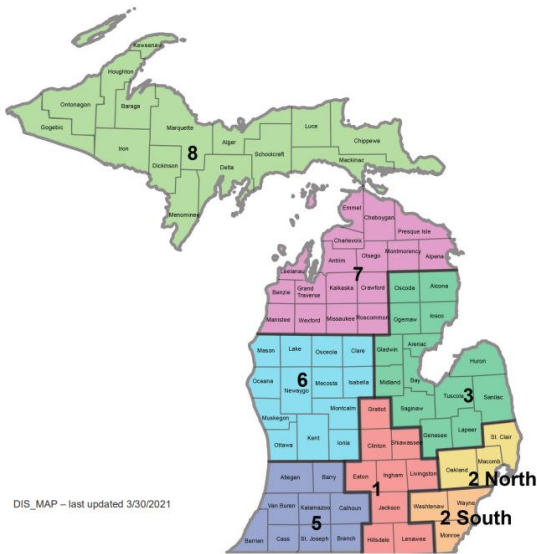
Currently Michigan does not have a great deal of integration, interface, or linkage between the various component data systems of Michigan's traffic records system. These are areas where improvement could be made, and benefits would be far-reaching. Good documentation for data systems is beneficial not just to the IT staff, but to data collectors and users alike, ensuring that data collected is consistent, well-formatted, and documents what the users expect, so analyses have integrity. Additionally, good documentation of systems helps to facilitate integration, making data collection and dataset linkages faster, more efficient and saving time for data collectors, who often have more pressing duties than collecting data.

State Court Administrative Stats					
	2014	2015	2021	2022	2023
Agencies Accessing Judicial Data Warehouse	16	20	22	22	22
Courts Contributing to Warehouse	242 out of 254	242 out of 254	249 out of 254	250 out of 254	250 out of 254
Counties Where Courts Contribute to Warehouse	81 of 83	81 of 83	82 of 83	82 of 83	82 of 83
Inquiries to Warehouse	467,000	426,791	548,957	Not available	~696,000
Court Records in Warehouse	46 million	45 million	60 million	87 million	89 million

### Performance Measures

\*\*Michigan does not have one repository for citations, this is a snapshot from our Michigan State Police eDaily module\*\*

2022: Michigan State Police Speeding Citations by Month												
(**This data represents the citation upon issuance, and not the adjudicated court data**)												
Michigan State Police District	January	February	March	April	May	June	July	August	September	October	November	December
1	791	918	615	481	972	659	1448	597	1086	489	526	772
2	2140	1268	1139	1208	2397	1487	2132	1536	996	919	1048	1407
3	486	724	409	512	782	678	1259	441	684	390	451	847
5	735	570	402	329	668	650	1473	535	1070	387	576	737
6	783	1023	522	628	755	567	1590	691	628	500	469	672
7	477	457	465	477	763	664	1040	624	980	480	417	283
8	256	204	273	229	373	227	406	315	304	345	188	223
<b>Total</b>	<b>5668</b>	<b>5164</b>	<b>3825</b>	<b>3864</b>	<b>6710</b>	<b>4932</b>	<b>9348</b>	<b>4739</b>	<b>5748</b>	<b>3510</b>	<b>3675</b>	<b>4941</b>



Speeding Citation Codes Used	
8051	EXCEEDED POSTED OR UNPOSTED MAXIMUM SPEED
8052	EXCEEDED PRIMA FACIE SPEED LIMIT
8054	VIOLATION OF BASIC SPEED LAW, TOO FAST
8055	VIOLATION OF BASIC SPEED LAW, TOO SLOW
8057	EXCEEDED POSTED SPEED-TRUCKS OVER 10,000 LBS
8058	EXCEEDED 55 MPH DAYTIME SPEED LIMIT-56 THRU 59 MPH
8059	EXCEEDED 55 MPH DAYTIME SPEED LIMIT-60 MPH AND OVER
8060	SPEEDING IN CONSTRUCTION ZONE
8061	EXCEEDED FREEWAY SPEED LIMIT-65 ZONE
8062	EXCEEDED FREEWAY SPEED LIMIT-70 ZONE
8063	EXCEEDED FREEWAY SPEED LIMIT-65 ZONE
8064	EXCEEDED SPEED LIMIT
8065	BELOW MINIMUM FREEWAY SPEED

### TRCC Funded Projects

The Michigan TRCC is not currently funding any projects for the Citation or Adjudication systems. Michigan has been in contact with Indiana, and had a demonstration of their eCitation system, this is something Michigan will continue to pursue. The TRCC also had a demonstration of the DUI tracking database and data dashboard from Minnesota. Michigan will continue exploring options to implement a system in their State.

### General Funding Information

The Judicial Information Services (JIS) division of the State Court Administrative Office (SCAO) provides technical and automated information system support for the Michigan Supreme Court, the State Court Administrative Office (SCAO), and the trial courts throughout the state.



The primary functions of JIS are to:

1. develop, implement, and maintain automated information systems and office automation support systems internally for all Supreme Court agencies.
2. maintain the telecommunication network for state judicial agencies.
3. provide automated reporting services for courts using JIS software and other systems software for delivery of case disposition information to the Secretary of State and Michigan State Police.
4. continue to develop systems to expand automated reporting to all courts and to additional state agencies.
5. maintain the caseload reporting system for automated collection and dissemination of caseload information.
6. provide technical assistance to all trial courts regarding the application of technology for judicial operations and provide direct software and hardware support to over 200 trial court locations around the state.
7. serve on committees and workgroups designed to develop and implement statewide court information systems.

Primary services of JIS include:

- court information system design and development.
- court information system support and maintenance.
- data processing management assistance.
- liaison to state information offices.
- network management.
- Supreme Court and SCAO office automation.

### FY 2023 Accomplishments

There were no accomplishments for FY2023 reported.

### Citation/Adjudication Contacts

Al Renz, Michigan State Police, Criminal Justice Information Center

Bobbi Morrow, Michigan State Court Administrative Office

## EMS/INJURY SURVEILLANCE

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### Description

An ideal statewide Injury Surveillance System (ISS) is minimally comprised of data from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department,

## TRCC Strategic Plan 2024 Updates

hospital discharge, and vital records. This data provides more detailed information on the nature and extent of injuries sustained in a motor vehicle crash than can be found in other components of the traffic records system. Consequently, this information is invaluable when determining the injury severity, costs, and clinical outcomes of the individuals involved.

Michigan has all five major components of a traffic records injury surveillance system and the available data is accessible to both traffic safety stakeholders, as well as the public through either aggregate summary tables or department approved data use agreements. The traffic safety community in Michigan has used EMS and crash data to identify problems and evaluate programs in the past. The Office of Highway Safety Planning (OHSP) is encouraged to work with the Michigan Department of Health and Human Services (MDHHS) to expand those analyses to include the (recently available) emergency department, hospital discharge, and vital records data.

The pre-hospital data collection system, known as the Michigan EMS Information System (MI-EMSIS), is managed by the MDHHS and is built on the Image Trend Elite platform. Paper reports are not accepted, per State Statute, and the system is NEMSIS-compliant. All data collection systems use ImageTrend Elite, which incorporates appropriate edit checks and validations to ensure that the data falls within acceptable parameters. The State has established performance measures and metrics are tracked in a monthly progress report. Incorporating the metrics from the progress report will bring the measures up to standard. The monthly progress report is shared with the Traffic Records Coordinating Committee (TRCC). There is a sound feedback loop between users and data collectors as well as performance reporting to submitting Medical Control Authorities from the State and all these processes are clearly documented.

The statewide emergency department and hospital discharge data systems are managed by The Michigan Health and Hospital Association Service Corporation (MHASC). The emergency department data system, known as the Michigan Outpatient Database (MODB) was initiated in 2016 and receives data from all but three hospitals as of 2018. The hospital discharge database contains data from 1995 through 2019. The MHASC maintains open communication with regards to data quality and error correction with the submitting hospitals to ensure that data is as accurate as possible. Trend analyses are conducted, but no performance measures have been developed. However, aggregate data is available through the MHA upon approval of a data use agreement and the MDHHS purchases record level data annually. Data quality reports are not currently provided to the TRCC, but the value of these data sets is significant. The State is encouraged to work with TRCC members to better understand the importance and advantage of incorporating medical records in traffic safety efforts.

There is a statewide trauma registry that is also managed by the MDHHS and uses the ImageTrend Patient Registry software. The trauma registry data has been used to evaluate the trauma system, build a strategic plan, and research other forms of injury; the State is encouraged to use that information in traffic safety analyses. Routine quality control reviews are no longer conducted due to staff turnover but are an important component to a healthy data collection system. The State has not developed performance measures, but there is ongoing discussion surrounding measures and numeric goals. As the EMS and trauma systems utilize a common software vendor, ImageTrend, there is a strong interface and interconnectivity between those systems.

The MDHHS is responsible for managing all vital statistics data including death certificates. As with most other States, Michigan collects death certificates from hospitals, funeral homes, and coroners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of death ICD-10 codes. Due to strict requirements from the NCHS, the State relies on that quality review to ensure that all State data conforms to standards. That is the extent, however, of the quality control for death records in the State and there are no data performance measures or standard quality reports that are shared among stakeholders or with the TRCC.



The traffic records injury surveillance system in Michigan is complete with all five major components. however, the emergency department data (MODB) is new, and most safety partners may be unaware of its qualities. The State is encouraged to incorporate emergency department and hospital discharge information into the traffic records model.

### Performance Measures

Quality Control Measurements for the Statewide Injury Surveillance System								
Performance Attribute	Responsible Agency	Performance Measure	2019	2020	2021	2022	2023	Goal
Timeliness	MDHHS-EMS	Average number of hours it takes for EMS run reports to be sent to MI-EMSIS	N/A	4.73 hours	5.82 hours	5.75 hours	5.94 hours	Michigan will reduce the average time for run reports submitted to MDHHS-EMS by .20 in 2024.
	MDHHS-EMS	% of EMS run reports sent to governing agency in the prescribed time	81%	100%	**67%	68%**	67%	Michigan will improve the % of EMS run submission to 80% in 2024.
Accuracy	MDHHS-EMS	% of EMS run locations that match statewide location coding	No data	0.04%	No data	No data	No data	Michigan will work to implement a plan to capture the data needed for this performance measure in 2024.
	MDHHS-EMS	% EMS MVC runs with Cause of Injury reporting MVC-related ICD-10 code	67.81%	67.43%	68.46%	68.46%	74.73%	Michigan will improve the % of correct MVC-related ICD-10 codes in Cause of Injury by 2% in 2024.
	MDHHS-EMS	% "errors" found during data audits of critical data elements in EMS Data System	No data	0.23%	No data	No data	No data	Michigan will work to implement a plan to capture the data needed for this performance measure in 2024.
	MDHHS-EMS	% errors and warnings in the NEMSIS 3 data submitted to the state EMS Data System from other systems	9%	8.10%	.02% errors / 10.1% warnings	0.03% errors / 9.9% warnings	0.04% errors / 9.5% warnings	Michigan will work to maintain < 0.05% errors.
Completeness	MDHHS-EMS	% of traffic crash-related EMS runs in the EMS database	3.99%	*2.77%	3.07%	3.03%	4.42%***	No goal set for this measure as the number of traffic crash-related EMS runs are outside of our control.

*\*The reduction in the % of traffic crash-related EMS runs in the EMS database may be attributed to COVID-19 related Stay at Home restrictions*

*\*\* The percentage of NEMSIS version 3 patient care reports received by the state data system within 24 hours from the time the EMS unit was back in service after the call. The prescribed time requirements are variable based on agency type and type of incident.*

**\*\*\*The increase in traffic crash-related EMS runs in the EMS database (MI-EMSIS) may be due to improved syndromic definition which occurred in June 2023, and improved capture of MVC records in MI-EMSIS. This definition was applied categorically to search MI-EMSIS for all of 2023.**

## TRCC Funded Projects

### **Improving Quality of Crash Severity and Injury Assessment within Michigan EMS Information System**

Emergency Medical Services (EMS) are a vital part of the national strategy of highway safety Toward Zero Deaths. Unfortunately, traffic crashes are on the rise nationally. Building a culture of traffic safety requires accurate data collection and analysis of all aspects of road user behaviors. A critical component of the necessary injury surveillance data involves that which is collected by EMS. While engineering and prevention also play a large role in this initiative, the appropriate arrival of, assessment, treatment, and transport by EMS can improve patient outcomes.

This data initiative will focus on aligning the elements inside the National EMS Information System (NEMSIS) with the 18 Information Technology (IT) vendors that provide the IT platforms for the 808 Michigan EMS agencies that are documenting important traffic crash information necessary to support a data driven traffic safety culture.

There are currently no standard procedures in place for this process. To accomplish the three Traffic Records Strategic Plan recommendations for injury surveillance, several things must occur:

1. Funding for a dedicated data analyst that can focus on the data quality of the MI-EMSIS data base, and the various vendors utilized to collect and transmit the data.
2. Once data gaps are identified; work must occur with the vendors to ensure appropriate mapping.
3. A plan to mitigate or correct the deficiencies must be developed and implemented on several levels from the system level for data integration down to the individual level where data is entered.
4. Routine monitoring of accuracy of data submission utilizing the Plan-Do-Study-Act (PDSA) process on a regular basis.

Biospatial's linkage to the Michigan State Police historic traffic crash data will allow for events without (probabilistically) matched records to be investigated for missing elements or documentation errors that caused the records to not be identified as crash records. The ability to thoroughly and accurately understand where, when, and how crashes happen as well as crash severity and effectiveness of treatments and interventions is integral to decreasing the incidence of crashes as well as the associated morbidity and mortality.

The issues inside the current data system can be associated with multiple factors. There are many different software platforms that are utilized by EMS agencies to document traffic crashes that are subsequently transmitted into MI-EMSIS. This transmission has been associated with translation errors that need to be individually identified and followed up on with the vendor associated with the documentation platform. EMS agencies have different cultures and practices for documentation. Some agencies document all crash related information in the narrative section of their reports instead of the crash scene related elements that are available in the software platforms. This makes accessing and aggregating this information nearly impossible. Lastly, individual personnel have practices that may be based on documentation before electronic surveillance was possible, and they are not aware of appropriate or correct ways of documenting crashes to allow for accurate extraction of the data.

In total, the Michigan TRCC approved \$174,831.50 of 405(c) funding for this project for FY2024.

## General Funding Information

Funding for this project began in February 2022. The FY2024 goals are: The MDHHS will continuously monitor crash data quality to determine effectiveness of documentation improvement plans, distributing reports to EMS Agencies, Medical Control Authorities, and Software Vendors throughout FY24. This will continue through FY25. MDHHS will publish a documentation tool for EMS personnel that covers documentation of motor vehicle crashes for each software vendor by September 30, 2024. Also, (Continued from FY23) The MDHHS will distribute crash documentation improvement plans for EMS agencies, documentation software vendors, and medical control authority regions.

## FY23 Accomplishments

This project has allowed us to identify disparities in data reporting and system weaknesses. We have identified a need for quality improvement in documentation practices. We have also identified a significant need for improvement in the ePCR software systems, varying between vendors.

As our specialist continues work on mapping of the key data elements she has identified, develops improvement plans for vendors, and begins education, we will be positioned to improve our data quality significantly. This will improve coordination between MSP, EMS, and Trauma registry data, allowing more effective use of data for surveillance and prevention measures.

## EMS/Trauma Contact

Emily Baker, EMS Programs Manager, Michigan Department of Health & Human Services, Bureau of Emergency Preparedness, EMS & Systems of Care

# DATA INTEGRATION

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## Description

Michigan recognizes the value of integrating traffic records datasets to support comprehensive in-depth behavioral safety analyses that often requires established connections between two or more of the six major traffic records system components – crash, vehicle, driver, roadway, citation and adjudication, and injury surveillance.

Based on the wide range of responses, covering the various traffic records core component areas, it should be noted that Michigan's behavioral program managers have access to traffic records data and analytic resources across the different systems and platforms for problem identification, priority setting, and program evaluation.

It is also a credit to Michigan that the State's TRCC monitors access to the various traffic safety data systems through discussions among membership at quarterly TRCC meetings. This ensures that the needs of end users are being met and that useful and meaningful data is accessible to decision-makers

across the various government agencies in the State. To that end, the TRCC approved a data integration project which looks to develop data governance, access, and security policies for integrated traffic records data between the various TRCC State agencies.

However, as Michigan has experienced, data integration can be challenging. High costs, multi-agency agreements, legislative restrictions, custodial resistance can all provide obstacles difficult to overcome. Currently the data integration project approved by the TRCC is on hold. As a result, vehicle, driver and citation and adjudication data are not integrated with crash data.

Injury surveillance data is also not currently integrated with crash data. However, some manual comparison of FARS and vital records has been done to provide greater clarity on the health records side regarding the person type in the motor vehicle crash. This is a good example of how future data integration between these two systems (and others) can yield beneficial analysis and information to decision-makers and researchers.

As Michigan restarts its data integration project, the contribution of statewide Data Governance should not be overlooked. Governance includes documentation of processes, policies and procedures that apply to the various traffic records systems. Many States are moving towards adoption of a Chief Data Governance Officer that is sometimes employed in the centralized Information Technology agency for the State. This person could serve as an adviser to those responsible for traffic records systems in each respective agency regarding data governance principles.

As the State noted, decision-makers do have access to skilled personnel across several agencies who have expertise and are well-versed in traffic safety data. The public also has access to some skilled personnel and analytical tools when seeking access to statistical crash data. However, in both cases, for decisionmakers and the public, integrated core component traffic records systems would greatly enhance comprehensive behavioral safety analyses and should be a part of the State's overall data integration project plan.

With that said, Michigan appears to have a good roadmap in place with the TRCC data Integration project, where some business requirements have already been documented. It is hopeful in the coming years that the project will move forward, so improvements can be made in this area.

### Performance Measures

There are no data integration performance measures currently.

### TRCC Funded Projects

The Michigan TRCC is not currently funding any projects for the Data Use and Integration.

### General Funding Information

When applicable, the Michigan TRCC will continue its support of data use and integration projects as they relate to traffic safety research, enforcement and infrastructure improvements and will continue to foster and promote data integration efforts.

- Potential data systems to pursue are as follows:
- CDC population data

- Ped/Bike exposure data: MioVision, Strava, AbleLink (<https://www.ablelinktech.com/>), Wayfinder, etc.
- Public transit use data
- Micro mobility use data
- SEMCOG economic trends: <https://semcog.org/economic-trends>
- Tow Truck data
- Emergency response data (if fatalities happen in transit versus at hospital)
- DNR

### FY2024 Accomplishments

The interface with the Michigan Trauma and Injury System is a newer project and no reports have been established yet. MSP/CJIC will be working towards establishing reports to share the benefits of this interface with the TRCC.

### Data Integration Contact

Sarah Davis, Michigan State Police, Office of Highway Safety Planning

## OTHER PROJECTS AND NOTABLE PARTNERS

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University of Michigan Transportation Research Institute – Center for the Management of Information for Safe and Sustainable Transportation (UMTRI - CMISST)  
Michigan Traffic Crash Facts (MTCF)

### Description

Beginning with the 1992 edition, the University of Michigan Transportation Research Institute began producing the Michigan Traffic Crash Facts publication for the Office of Highway Safety Planning (OHSP). Now, over 30 years later, UMTRI - CMISST is producing the 2023 edition of MTCF for the OHSP.

In 2004 UMTRI - CMISST developed the Michigan Traffic Crash Facts website, [MichiganTrafficCrashFacts.org](http://MichiganTrafficCrashFacts.org), as an aid for data driven safety planning. The MTCF website provides users with annual official Michigan crash data for public use. Easy access to traffic crash data provides users with the opportunity to identify and analyze problems, implement countermeasures, and evaluate impact to improve safety on Michigan roadways. In keeping with its publication-based origins, there is an extensive Publications section that contains crash data statistics dating back to 1952. Publications range from fact sheets highlighting results on key topics, to a comprehensive statewide crash report, county and community specific crash reports, crash profiles, crash density maps, and many more. In addition to the publication section, a Data Query Tool enables people to perform advanced searches on

Michigan crash data, going back to 2004. The Data Query Tool allows anyone to build unique queries and to see the results in the form of maps, tables, lists, bar graphs, pie charts, on a timeline, on a calendar, or by downloading the redacted police crash reports. Using the Data Query Tool, it is possible to select data from a specific time frame and location in the state of Michigan.

UMTRI has conducted two studies for the OHSP to add demographic variables to MTCF to support equity analyses. In the first project, UMTRI also conducted analyses of the Michigan crash data to assess how demographic characteristics of crash locations, such as median income and the percent of the local population that is black, is associated with injury outcomes and crash types. The second study is focused on incorporating measures of local conditions using data from the Social Vulnerability Index, County Health Rankings and Roadmap, Environmental Justice Indices, FEMA Community Resilience Ratings and Census Bureau Community Resilience Estimates.

The MTCF website is a five-time winner of the “Best Traffic Records Web Page” award presented by the Association of Transportation Safety Information Professionals (ATSIP). In 2020, the Governor’s Traffic Safety Advisory Commission honored Michigan Traffic Crash Facts with the “Richard H. Austin Long-Term Service Award” for long-term contributions and commitment to traffic safety in Michigan.

### Stats & Facts of Interest

Michigan Traffic Crash Facts Statistics				
FY	Website Users	Website Queries	Website Page Views	Tech Assist Requests
2019	11,125	109,248	123,827	87
2020	12,132	107,663	113,211	68
2021	12,815	77,629	101,497	93
2022	13,934	88,023	113,523	92
2023	16,575	74,922	111,758	78

In other work, UMTRI - CMISST has conducted a series of research projects sponsored by NHTSA and General Motors Corporation to use telematically collected data on advanced driver assistance system (ADAS) technology used by many drivers in the field. These novel and cost-effective field studies explored Lane-Departure Warning, Forward Collision Warning, Automatic Emergency Braking, and Crash Imminent Braking systems. A current study on which Dr. Flannagan is co-investigator is evaluating the use of a Level 2 automation system for highway driving.

CMISST researchers have conducted a series of crash-data-based studies of the field effectiveness of a wide variety of safety systems. These projects have been funded by NHTSA and General Motors Corporation. The analyses link state crash data to safety content on vehicles (e.g., presence of optional ADAS equipment) via Vehicle Identification Number (VIN). The linked datasets allow for the estimate of the field benefits of ADAS including those that address forward collisions (e.g., automatic emergency braking; AEB), lateral collisions (e.g., side blind-zone alert, lane keep assist), vulnerable road user collisions (e.g., pedestrian AEB, headlamps), and backing collisions (e.g., rear cross-traffic alert). Field-observed benefits combine the effectiveness of the technology with any behavioral components such



as whether drivers turn the system on or off and whether they respond appropriately to warnings. Thus, these estimates are the realized potential of the technologies, rather than the theoretical maximum that would arise from simulation studies.

CMISST researchers have developed a unified model and associated visualization tool to help understand the combined effects of implementing a variety of crash countermeasures. The countermeasures span a wide range of options in the Haddon matrix, including policy, vehicle technology, and behavioral countermeasures. The website (<http://utmost.umtri.umich.edu>) and the underlying statistical model were developed in 2007 and have been upgraded and added to by several projects since then. Current capability includes special views by age group, fatality outcome, and sociodemographic to assess transportation equity.

CMISST researchers also conducted for USDOT a study of smartphone apps that are designed to give feedback to older drivers to improve safety. That study involved a scan of available apps, a literature review and a crash data analysis, followed by a synthesis of the information to understand what older-driver behaviors apps do target and what they could target to best improve safety.

### University of Michigan Transportation Research Institute (UMTRI) Contact

Carol Flannagan, Research Professor, University of Michigan Transportation Research Institute (UMTRI), Director, Center for the Management of Information for Safe and Sustainable Transportation (CMISST)

### Southeast Michigan Council of Governments (SEMCOG)

#### Description

The Southeast Michigan Council of Governments (SEMCOG) supports local planning through its technical, data, and intergovernmental resources. The work SEMCOG does improves the quality of the region's water, makes the transportation system safer and more efficient, revitalizes communities, and spurs economic development.

Functions of SEMCOG include:

- Promote informed decision-making by improving Southeast Michigan and its local governments through insightful data analysis and direct assistance to members.
- Promote the efficient use of tax dollars for infrastructure investment and governmental effectiveness.
- Develop regional solutions that go beyond the boundaries of individual local governments; and
- Advocate on behalf of Southeast Michigan in Lansing and Washington.

Since its inception in 1968, SEMCOG has acted as a regional planning partner with local member governments. SEMCOG serves the Southeast Michigan region, made up of Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne Counties. Membership is open to all counties, cities, villages, townships, intermediate school districts, and community colleges.

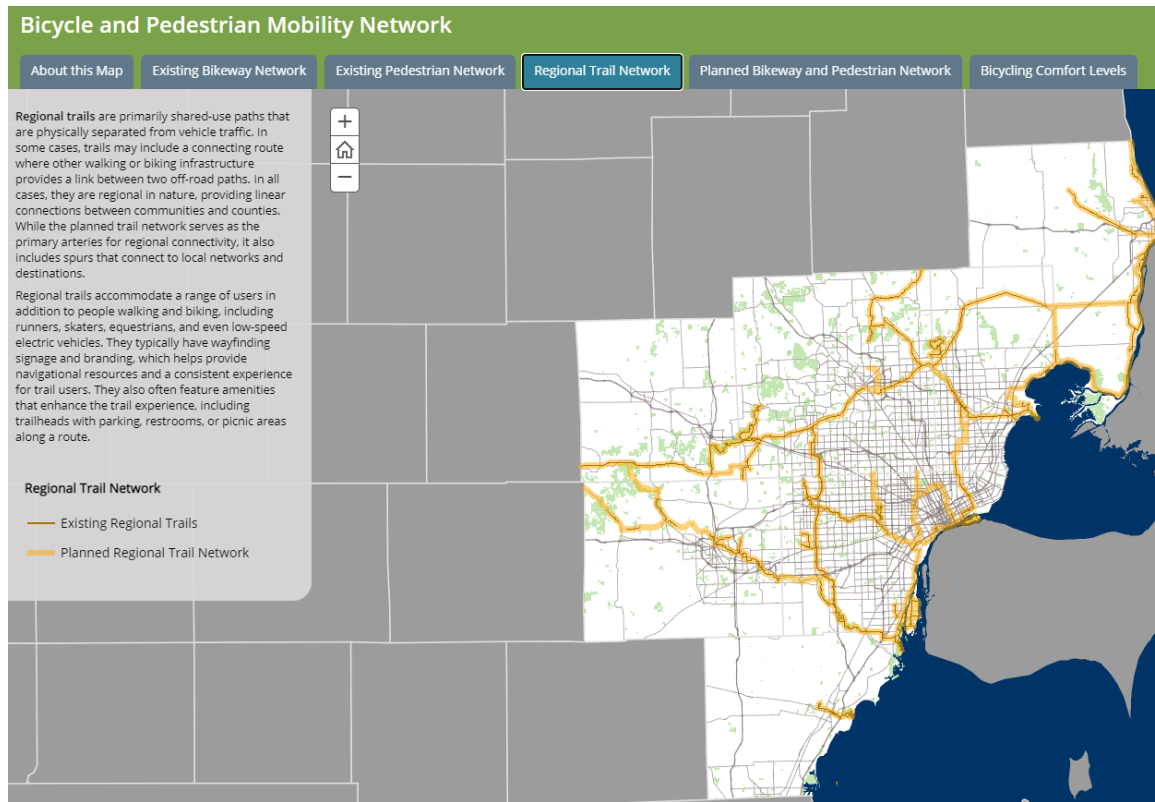
### Stats & Facts of Interest

**Southeast Michigan's  
Bicycle and Pedestrian  
Mobility System**

By the Numbers

<b>100%</b> Increase in bicycling trips since 2005	<b>28%</b> Increase in walking trips since 2005
<b>3,500</b> Miles of bikeways	<b>24,000</b> Miles of walkways
<b>500</b> Miles of regional trails	
<b>115</b> Communities and counties with bicycle and pedestrian plans	





## Southeast Michigan Council of Governments (SEMCOG) Contact

Jenya Abramovich, [semcog.org](http://semcog.org)

## Transportation Improvement Association (TIA)

### Description

Since 1967, the Transportation Improvement Association (TIA) has been one of the leading safety agencies in the world. Created by more than two-hundred government and corporate leaders, TIA is committed to identifying transportation safety trends that negatively impact society and developing solutions that can be implemented to save lives, prevent injuries, and improve mobility.

Focusing on the Four E's of safety (Engineering, Education, Enforcement, and EMS), TIA provides traffic engineering services to its government members. Furthermore, TIA conducts public education and professional training.

TIA has been recognized at the national and international levels for its leadership in transportation safety. In 2008, the Ash Center for Democratic Governance and Innovation at Harvard University's John F. Kennedy School of Government awarded TIA for "Top 50 Programs of the 2008 Innovations in American Government." In a 2006 Federal Highway Administration publication titled, "Innovative Intersection Safety Improvement Strategies and Management Practices: A Domestic Scan," TIA and the Road Commission for Oakland County were recognized as a best practice. Most recently, TIA's "Remembering Ally: Distracted Driving Awareness Campaign" was one of five traffic safety programs in the nation to receive a Peter K. O'Rourke Award during 2013. It also received a 2012 Outstanding

Traffic Safety Achievement Award from the Michigan Governor's Traffic Safety Advisory Commission. A component of the campaign, a realistic distracted driving crash education video, received an Eclipse Award for production excellence and has been viewed in more than 90 countries.

### Stats & Facts of Interest

The Transportation Improvement Association (TIA) announced a new distracted driving enforcement initiative on April 25, 2017. Operation Ghost Rider uses unmarked spotter vehicles, which contain a law enforcement passenger. When the spotters observe a distracted driver, they radio a fully marked law enforcement unit to initiate a traffic stop.

During a total of 18 hours of enforcement in 2017, law enforcement officers conducted more than 907 traffic stops resulting in 726 citations and 34 arrests.

In 2018, 49 officers stopped 530 vehicles, issued 440 citations, and made 9 arrests in a 6-hour period.

During 2019, 22 officers stopped 300 vehicles, issued 295 citations, and made 5 arrests in 12 hours. 2019 also included night enforcement for the first time.

Due to COVID-19, Operation Ghost Rider did not take place during 2020.

In 2021, 39 officers stopped 673 vehicles, issued 589 citations, and made 17 arrests in 10 hours. The program was expanded into Wayne County.

In 2023, there were two Operation Ghost Rider enforcement efforts; the first, April 24-25 (14 hours) where 29 officers conducted 475 traffic stops, issued 436 citations, and arrested 16 people. Efforts were focused in both Macomb and Oakland counties. The second was October 23-25<sup>th</sup> (21 hours) when 38 officers conducted 578 traffic stops, issued 571 citations, and arrested 15 people.

TIA has already conducted one of several planned Operation Ghost Riders in 2024 on April 24<sup>th</sup> and April 25<sup>th</sup> for a total of 14 hours. There were 25 officers over the two-day period, in which they conducted 328 traffic stops, issued 301 citations, and 45 verbal warnings. They arrested 8 individuals.

Operation Ghost Rider, which involves the Michigan State Police, and county and local law enforcement agencies, was featured in The Wall Street Journal and at the 2019 Governor's Highway Safety Association's Annual Meeting in Anaheim, California. TIA is currently working on expanding the program.

TIA continues to present to local communities, high schools, and businesses about traffic safety and the dangers of distracted driving. In addition, TIA utilizes media to promote safe driving during the high-profile holiday seasons such as Memorial Day, Fourth of July and Labor Day by purchasing airtime from Audacy, which reaches millions of citizens in the state of Michigan.

### Transportation Improvement Association (TIA) Contact

Chuck Keller, <http://www.tiasafety.us/>

### Federal Highway Administration (FHWA)

## Description

The Federal Highway Administration (FHWA) is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). Through financial and technical assistance to State and local governments, the Federal Highway Administration is responsible for ensuring that America's roads and highways continue to be among the safest and most technologically sound in the world.

## Stats & Facts of Interest

**THE SAFE SYSTEM**

**APPROACH**

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from a vehicle crash. The Safe System approach aims to prevent that. It's a crash strategy for all road users. It starts with a holistic view of the road system that first addresses human mistakes, and second, looks to protect energy on the human body at avoidable levels. Safety is an all-encompassing effort of designers and users of the transportation system. There's what you need to know to bring the Safe System approach to your community.

**SAFE SYSTEM PRINCIPLES**

- Death/Serious Injury is Unacceptable**  
When we achieve our goal, the Safe System approach provides systems that avoid death and serious injuries, when no one should be injured or killed using the transportation system.
- Humans Make Mistakes**  
People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes, to help to minimize and avoid death and serious injuries.
- Humans Are Vulnerable**  
People have limits for handling crash forces before death and serious injury occur. Therefore, it's critical to design and operate a transportation system that is humanistic and accommodates human vulnerabilities.
- Responsibility is Shared**  
All transportation transportation system users and managers, vehicle manufacturers, etc. must ensure that crashes don't happen or are avoidable.
- Safety is Proactive**  
Proactive tools that can be used to identify and mitigate risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
- Redundancy is Crucial**  
Reducing risks requires that all parts of the transportation system are interconnected, so that if one part fails, the other parts will prevent crashes.

U.S. Department of Transportation  
Federal Highway Administration  
FHWA.gov

Safe Roads for a Safer Future  
#RoadwaySafety2030

**SAFE SYSTEM ELEMENTS**

**Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below.** These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.

 <b>Safe Road Users</b> <small>The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.</small>	 <b>Safe Vehicles</b> <small>Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.</small>	 <b>Safe Speeds</b> <small>Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.</small>	 <b>Safe Roads</b> <small>Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.</small>	 <b>Post-Crash Care</b> <small>When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.</small>
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**THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES**

Traditional		Safe System
Prevent crashes	→	Prevent deaths and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

WHERE ARE YOU ON THE SAFE SYSTEM JOURNEY?

Implementing the Safe System approach is our shared responsibility, and we all have a role. It requires shifting how we think about transportation safety and how we prioritize our transportation investments. Consider applying a Safe System lens to upcoming projects and plans in your community: put safety at the forefront and design to accommodate human mistakes and injury tolerances. Visit [safety.fhwa.dot.gov/zerodeaths](https://safety.fhwa.dot.gov/zerodeaths) to learn more.

Federal Highway Administration (FHWA) Contact

Brandy Solak, <https://highways.dot.gov/>

# FY2024 PROJECTS

## Performance Measures

Michigan Traffic Crash Facts Statistics				
FY	Users	Queries	Tech Assist Requests	Page Views
2019	11,125	109,248	87	123,827
2020	12,132	107,663	68	113,211
2021	12,815	77,629	93	101,497
2022	13,934	88,023	92	113,523
2023	16,575	74,922	78	111,758

## Project Description

This project will continue to provide public accessibility for the crash data derived from Michigan’s Traffic Crash Reporting System. The 2024 MTCF will be produced and posted at: [www.MichiganTrafficCrashFacts.org](http://www.MichiganTrafficCrashFacts.org). Feedback, comments, and suggestions are solicited from webinar participants which helps gauge the effectiveness of the website. The OHSP will work with the UMTRI staff to provide technical assistance on requests for crash data analysis and presentations.

Funding will support personnel, travel, operating, and indirect costs.

## Project Goal(s) and Activities

**Goal 1:** Complete the 2023 Michigan Traffic Crash Facts publications/web content and 'MichiganTrafficCrashFacts.org' website maintenance by September 30, 2024.

**Activity 1:** Meet with the OHSP to define any changes, if necessary, to the 2023 Michigan Traffic Crash Facts publications: October 2023.

**Activity 2:** Meet with the OHSP for an evaluation of the website content and analysis tools: October 2023.

**Activity 3:** Receive Michigan 2023 traffic crash data from the Michigan State Police-Criminal Justice Information Center (MSP-CJIC): April 2024.

**Activity 4:** Present 'MichiganTrafficCrashFacts.org' website updates and obtain user feedback: April 2024.

**Activity 5:** Update Strategic Highway Safety Plan Action Team trend tables: May 2024.

**Activity 6:** Rolling release upload of the 2023 MTCF publications to the MTCF website: June through September 2024.

**Activity 7:** Exposure data acquisition from federal and state agencies: September 2024.

Michigan Department of State, Michigan Department of Transportation (MDOT) Assessment Management Division, The Center for Geographic Info Michigan Department of Management & Budget, Federal Census, Michigan Secretary of State, Michigan Department of Community Health Office of the State Registrar & Division of Health Statistics, National Safety Council, National Highway Traffic Safety Administration (NHTSA), Indiana Department of Transportation, Wisconsin Department of

Transportation, Illinois Department of Transportation, Ohio Department of Transportation, Minnesota Department of Transportation.

**Activity 8:** Completion of general system programming improvements to website tools: September 2024.

**Activity 9:** Complete the 2023 Michigan Traffic Crash Facts publications/web content and the MichiganTrafficCrashFacts.org' website maintenance: September 30, 2024.

**Goal 2:** Provide technical assistance to the OHSP as directed through September 30, 2024.

**Activity 1:** An UMTRI team of researchers is available to respond to the OHSP requests as rapidly as possible via e-mail or by directly contacting team members.

**Activity 2:** Based on requests from the OHSP, crash data analysis will be provided through Traffic Crash Facts and other data sources. These analyses will include:

- a) Ad-hoc requests for crash data analysis from the OHSP partners and stakeholders.
- b) Crash data analysis to assist with the Highway Safety Plan (HSP) processes, program evaluation, and/or the Annual Evaluation Report.
- c) (13) In-depth analysis reports: Fatal Crashes, Pedestrian, Bicycle, Upper Peninsula, Alcohol/Drugs, Young Drivers, Distracted Driving, Older Drivers, Motorcycle, Occupant Restraint, Commercial Motor Vehicle, Rural/Urban, and Speeding
- d) In-depth UD-10 analysis to identify specific factors related to a single type or category of crashes, injuries, or fatalities.
- e) Analyses on the impact of proposed legislation or public policy on traffic crashes.

**Activity 3:** Deliverables for this project will be defined by the OHSP on a task-by-task basis and will include:

- a) Summary tables of crash data
- b) Brief technical reports on requested crash data analyses
- c) Oral presentations of data analysis results as requested by the OHSP
- d) Specialized Profiles as requested by the OHSP

**Activity 4:** All findings will be provided to the OHSP for review and comment prior to public release.

### Funding Information

In total, the Michigan TRCC approved \$650,230 Section 405(d) Impaired Driving Flex for this project.

### Project Contact

Carol Flanagan, Research Professor, University of Michigan Transportation Research Institute (UMTRI), Director, Center for the Management of Information for Safe and Sustainable Transportation (CMISST)

### Project Title

Michigan Traffic Crash Facts (MTCF) Website Redesign



## Performance Measures

MTCF Website Statistics			
FY	Users	Queries	Page Views
2019	11,125	109,248	123,827
2020	12,132	107,663	113,211
2021	12,815	77,629	101,497
2022	13,934	88,023	113,523
2023	16,575	74,922	111,758

## Project Description

This project will use data collected from website interactions and changes in publications over the past few years and redesign the site navigation and layout. The new design will be informed by data from MTCF tracking as well as consultation with the Office of Highway Safety Planning (OHSP) and other data users. Recent improvements in logging and tracking of MTCF usage provides better information on how end users access the website and with what browsers.

These changes will allow for additional content sections, improved access to site data and the ability to find relevant publications and documents throughout the site. The benefits of these changes to end users are that it will make it easier to find/share existing content and to discover newer content. The benefits to the MTCF team and content owners are simplifying extending site functionality and adding supplementary content on the site.

Funding will support personnel and indirect costs.

## Project Goal(s) and Activities

**Goal 1:** Create a consistent site navigation throughout the entire MTCF site for Publications, Reports, Media, Query Tool and any future additions. Allow for moving between different sections of the site with minimal amount of clicking or searching. Provide a new extendable hierarchy for all content and features throughout MTCF.

**Activity 1:** Using stakeholder feedback and site usage logs create high level categorization of all content and sections through MTCF by December 2023.

**Activity 2:** Create a new “outer layout” of the site which includes just the headers, footers, and menu areas. Mockup existing content to populate layout. Present initial mockup to stakeholders including the OHSP for feedback by February 2024.

**Activity 3:** Using feedback, rearrange and restructure existing sections of content and publications into new areas within the navigation by June 2024.

**Activity 4:** Present to stakeholders and testers. Implement any final revisions from possible feedback by July 2024.

**Activity 5:** Launch new site navigation by September 2024.

## TRCC Strategic Plan 2024 Updates

**Goal 2:** Create a new search/indexing/tracking method and user interface where all content is properly tagged and discoverable. Minimize the dependency on external search providers (such as Google). Improve quality of metrics which include logging and tracking of content and publications.

**Activity 1:** Using new navigation from Goal 1 Activity 1, identify all unique publications and documents on site and assign categories, tags, and searchable metadata and/or descriptions by February 2024.

**Activity 2:** Build a new search component into the user interface which will be accessible on the new navigation by May 2024.

**Activity 3:** Internally pilot test the new component with different levels of MTCF users from newcomer to experienced by June 2024.

**Activity 4:** Test previous recorded search strings from external search engines and compare results by July 2024.

**Activity 5:** Launch new search functionality by September 2024.

**Goal 3:** Rework screen layout and dimensions for specific Query Tool Outputs to allow for easier access to any relevant information or data. Where appropriate, update sections of MTCF optimizing for screen size for their respective content.

**Activity 1:** Using recorded usage data identify key combinations of screen size and browser which access outputs and visualizations. Using Data Query Tool usage of Map and Table outputs identify critical areas where data rendered on screen/browser combinations is either restricted or difficult to view by January 2024

**Activity 2:** Pilot test different positioning of data and user interface elements on different screen/browser configurations and pilot test with different levels of Data Query users from newcomer to experienced by June 2024.

**Activity 3:** Launch Output improvements by September 2024.

### Funding Information

In total, the Michigan TRCC approved \$100,001 from Section 405(d) Impaired Driving Flex for this project.

### Project Title

Equity Analysis on Michigan Traffic Crash Facts (MTCF) Website

### Performance Measures

The success of this project will be measured in the use of the indices on MTCF by the OHSP and other agencies. MTCF's metrics include details on the variables accessed by users such as how often did a user create a map or table using any of the indices. MTCF metrics are reviewed each quarter of the grant period as a part of our quarterly progress report to the OHSP. This information will support



tracking the project's success in enabling inclusion of these equity-related indices in the traffic safety planning process.

## Project Description

The National Highway Traffic Safety Administration (NHTSA) has recommended linking four datasets to the crash data to help in assessing equity with respect to crash incidence and prevention programs. A fifth dataset was identified by the Criminal Justice Information Center (CJIC) as being of interest as well. The five datasets are:

1. Community Resilience Index (CRI): Developed by the Federal Emergency Management Agency (FEMA) and measures the ability of a community to prepare for and recover from natural hazards, as well as adapt to changing conditions. (<https://hazards.fema.gov/nri/community-resilience>)
2. Environmental Justice Indices (EJScreen): Developed by the Environmental Protection Agency (EPA), the 12 EJ indices combine one environmental indicator with socioeconomic data to identify areas that may be at higher risk for certain hazards. For example, the EJ index for traffic combines the EPA traffic indicator with information about low-income populations and people of color population. <https://www.epa.gov/ejscreen>
3. Youth Risk Behavior Surveillance System (YRBSS): Developed by the Centers for Disease Control (CDC), this survey-based index assesses six categories of health-related behaviors that contribute to the leading causes of death and disability among youth and adults. <https://www.cdc.gov/healthyyouth/data/yrbs/index.htm>
4. County Health Rankings and Roadmap (CHR&R): Developed at the University of Wisconsin Population Health Institute, the CHR&R ranks counties within states on the basis of a variety of measures of health. <https://www.countyhealthrankings.org/>
5. Social Vulnerability Index (SVI): Developed by the CDC, the SVI is similar in purpose to the CRI, aimed at measuring a community's ability to respond to hazardous events (natural or otherwise). The SVI is based on census data and has four sub-scales, one of which is Housing and Transportation. <https://www.atsdr.cdc.gov/>

To enable use of these measures in analysis of crashes, the data need to be downloaded and linked to crash data geographically. The data also need to be in a form that supports analysis including tabling, graphing, mapping, and sorting.

The goal of this project is to link the five recommended data sources to crash data and make them available to the Office of Highway Safety Planning (OHSP) and others on the Michigan Traffic Crash Facts (MTCF) web tool. The project includes development of tutorial materials that explain how to use the data and illustrate analyses that can be done using the data.

Funding will support personnel and indirect costs.

## Project Goal(s) and Activities

**Goal 1:** To complete a set of enabling steps to facilitate future decision-making on the part of practitioners across traffic safety agencies and organizations in Michigan.

**Activity 1:** Assess the datasets and identify components that are relevant to the traffic safety context by December 2023. The datasets recommended by NHTSA and CJIC come from different data sources and are provided at different levels of geographic specificity. In addition, each of them has a variety of

sub-scales, some of which may not be relevant to traffic safety. The goal of Activity 1 is to fully understand the nature and uses for each scale and to focus the remainder of the work on the most useful elements and potential analyses.

**Activity 2:** Link the data to crashes and create variables by February 2024. In Activity 2, the team will link the datasets to each crash using crash location and the appropriate shape files for census tracts or counties. They will then develop variables to add to MTCF that enable use of the new indices, especially in mapping, sorting, tabling, and graphing.

**Activity 3:** Provide linked data elements on MTCF by June 2024. In Activity 3, the team will take the new data elements and incorporate them in MTCF. They will then follow the approach taken for the previous demographic analysis project where census variables were added to the MTCF query tool.

**Activity 4:** Provide tutorials that describe the datasets, illustrate use cases for the data, as well as laying out how to access the data using MTCF by September 2024. In Activity 4, the team will develop a separate document for each index that has the following contents:

- a. An explanation of the index, its uses, and a link to their respective websites
- b. Example analyses with explanations, where the examples are developed from other work done with those indices.
- c. Instructions in how to conduct those (and other) analyses on MTCF.

## Funding Information

In total, the Michigan TRCC approved \$35,471.59 Section 405(d) Impaired Driving Flex for this project.

## Project Contact

Carol Flanagan, Research Professor, University of Michigan Transportation Research Institute (UMTRI), Director, Center for the Management of Information for Safe and Sustainable Transportation (CMISST)

## Project Title

Traffic Crash Reporting Form UD-10 Training Support

## Performance Measures

NHTSA PERFORMANCE MEASURES						
UD-10 Training Grant - FY 2023 - Quarterly Report						
Performance Attribute	Performance Measure	1st Quarter (10-1-2022 to 12-31-2022)	2nd Quarter (1-1-2023 to 3-31-2023)	3rd Quarter (4-1-2023 to 6-30-2023)	4th Quarter (7-1-2023 to 9-30-2023)	2023 Goal
Timeliness	# days from the crash date to entry into TCRS database (electronic and paper)	9.52	10.59	10.76	11.31	Michigan will improve to 11 days for 2023.
	% records entered into the system within 30 days of the crash	98%	97%	97%	97%	Michigan will improve to 96% for 2023.
	% records entered into the system within 15 days of the crash	71%	66%	65%	64%	Michigan will improve to 68% for 2023.
	% records entered into the system within 7 days of the crash	58%	54%	52%	50%	Michigan will improve to 55% for 2023.
Accuracy	# of data performance edit errors per crash record	0.01	0.01	0.01	0.01	Michigan will remain at .01 data edit errors per crash for 2023.
	% of crash records with no errors in critical data elements.	98%	98%	97%	98%	Michigan will improve to 97% for 2023.
	% of crash records with 2 or more uncorrected "serious, non-fatal" (Severe) errors	0%	0%	0%	0%	Michigan will remain at 0% for 2023.
	% of crash records with 5 or more uncorrected "minor" errors	1%	4%	4%	4%	Michigan will remain at 5% or less for 2023.
Completeness	% of crash records with no missing critical data elements	99%	98%	98%	97%	Michigan will improve to 94% for 2023.
	% of unknowns or blanks in critical data elements	Crash - 11% Unit - 7% Party - 23% Party (Driver Cond) - 9% CMV - 5%	Crash - 11% Unit - 7% Party - 22% Party (Driver Cond) - 9% CMV - 4%	Crash - 11% Unit - 7% Party - 23% Party (Driver Cond) - 9% CMV - 4%	Crash - 11% Unit - 7% Party - 24% Party (Driver Cond) - 10% CMV - 4%	Michigan will improve to the following percentages for 2023: Crash - 10% Unit - 6% Party - 21% Party (Driver Cond) - 8% CMV - 5%

Source: Traffic Crash Reporting System (TCRS) database.  
 1st quarter totals as of 1/11/2023.  
 2nd quarter totals as of 4/28/2023.  
 3rd quarter totals as of 7/19/2023.  
 4th quarter totals as of 10/18/2023.

## Project Description

This project will provide materials to support law enforcement officer training on accurately completing the UD-10 Traffic Crash Report to improve the quality of the traffic crash data. Addressing any concerns will continue to be a highlight of the training efforts, in addition to training officers and police recruits on identifying and reporting automated vehicle information.

Funding will support the supplies/operating costs.

## Project Goal(s) and Activities

**Goal 1:** Increase statewide crash report timeliness from 11.51 days to 11 days; increase the percentage of crash records with no errors (accuracy) in critical data elements from 95% to 97%; and increase the percentage of crash records with no missing critical data elements (completeness) from 96% to 97% by September 30, 2024.

**Activity 1:** Quarterly reports will be run by the TCRU crash analyst to track crash report timeliness, accuracy, and completeness.

**Goal 2:** Provide 50 training classes for 1,200 officers, police recruits and traffic safety professionals to assist with the proper completion of the UD-10 Traffic Crash Report by September 30, 2024.

**Activity 1:** Provide hands-on training materials and supplies for the various trainees which could include flash drives, flyers, advisories, brochures, training announcements and handouts.

**Funding Information**

In total, the Michigan TRCC approved \$27,000 405(c) funding for this project.

**Project Contact**

Sgt. Scott Carlson, Michigan State Police, Criminal Justice Information Center

**Project Title**

Improving Quality of Crash Severity and Injury Assessment within Michigan EMS Information System (MI-EMSIS) – Phase III

**Performance Measures**

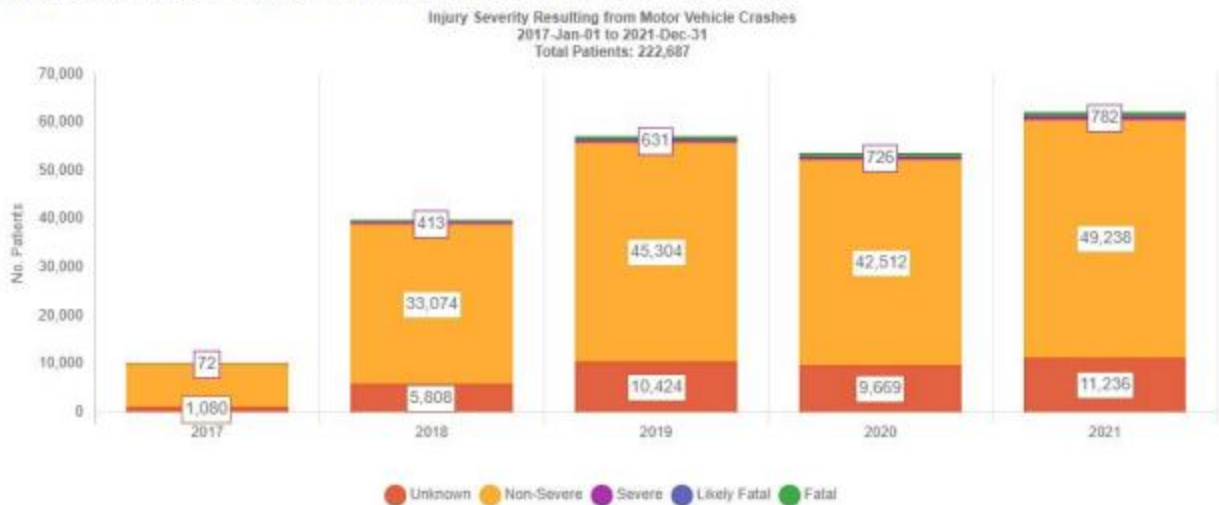
**Fatalities and Suspected Serious Injuries, UD-10 vs MI-EMSIS**

Statewide Injury Surveillance Data						
Year	Fatalities (ID-10)	Fatalities (MI-EMSIS)*	Suspected Serious Injuries (ID-10)	Severe and Likely Fatal (MI-EMSIS)*	Total (ID-10)	Total (MI-EMSIS)
2017	1028	83	6084	86	7112	169
2018	974	432	5586	438	6560	870
2019	985	669	5629	664	6614	1333
2020	1083	721	5433	754	6516	1475
2021	1131	774	5979	822	7110	1596
2022		722		678		1400
<b>Total</b>	<b>5201</b>	<b>3401</b>	<b>28711</b>	<b>3442</b>	<b>33912</b>	<b>6843</b>

\*Obtained using biospatial computed injury severity

(Statewide Traffic Crash Data by Year, 2017-2021; biospatial, MI-EMSIS Data)

### Injury Severity Resulting from MVC 2017-2021, All EMS Records



(Biospatial, MI-EMSIS Data)

### Project Description

There are challenges in how data from the EMS is entered, accessed, and processed within the MI-EMSIS, creating questions in the accuracy and validity of conclusions that are drawn from that data. In 2018, the MDHHS began using the Biospatial data platform, which links the EMS electronic patient care record (ePCR) data with other health and injury-related data sources. A full-time data analyst will utilize the MI-EMSIS as well as Biospatial to identify gaps in documentation related specifically to motor vehicle crashes. The data analyst will categorize the gaps into actionable items to resolve or mitigate the gaps. FY2023 is the third year of this 4-year project. FY2025 will be the final year.

Funding will support contractual costs.

### Project Goal(s) and Activities

**Goal 1:** The Michigan Department of Health and Human Services (MDHHS) will continuously monitor crash data quality to determine effectiveness of documentation improvement plans, distributing reports to EMS Agencies, Medical Control Authorities, and Software Vendors throughout FY24 and FY25.

**Activity 1:** Utilizing the crash record MIEMSIS and Biospatial reports previously created, monitor for changes in data quality based on Agency, Medical Control Authority, and Software Vendor.

**Activity 2:** Distribute quarterly updates to Agencies, Medical Control Authorities, and/or Software Vendors to communicate changes in data quality as necessary and relevant.

**Goal 2:** The MDHHS will publish a documentation tool for EMS personnel that covers documentation of motor vehicle crashes for each software vendor by September 30, 2024.

**Activity 1:** Determine Best Practices for documentation of motor vehicle crashes, based on identified data elements and documentation concerns.

**Activity 2:** Identify, by software vendor, workflow and provider practices to complete proper documentation.

**Activity 3:** Create and publish documentation tool for EMS personnel.

**Goal 3:** The MDHHS will develop and distribute an education plan for documentation and reporting of motor vehicle crashes. This will include lesson plans, education tools, and presentation materials for EMS education program sponsors and continuing education by September 30, 2025.

**Activity 1:** Develop lesson plans, education tools, and presentation materials for EMS education program sponsors and continuing education.

**Activity 2:** Distribute and publish materials, using available digital platforms (I.e. Michigan EMS Website, Mi-Train).

### Funding Information

In total, the Michigan TRCC approved \$174,831.50 405(c) funding for this project for FY2024.

### Project Contact

Sabrina Kerr, Michigan Department of Health & Human Services, Bureau of EMS, Trauma & Preparedness

### Project Title

Injury Prevention in Emergency Vehicle Crashes Michigan – OHSP SIGMA Grant

### Performance Measures

Michigan Licensed Ambulance/Fire Truck Crashes  
2018-2022

Year	Total Crashes
2018	654
2019	626
2020	525
2021	602
2022	601

In Michigan, in 2022, 601 incidents involving fire trucks and/or ambulances were reported in UD 10 data. According to the reports, this affected more than 1,600 people, including some fatalities. In reviewing the patient care reports (PCRs) within the State of Michigan EMS repository (biospatial), the



## TRCC Strategic Plan 2024 Updates

narratives lacked information about crash characteristics (e.g. lights and siren use, weather, driver education, how many vehicles were involved, etc.)

### Project Description

With this funding, Division of Emergency Medical Services and Systems of Care ( DESoC) would establish a tracking system for emergency operator courses across agencies, including the timeframe and frequency of training. From there, DESoC would correlate crash, Emergency Medical Services (EMS), and Trauma data, evaluating the variables that contribute to licensed emergency medical services vehicle crashes in Michigan, along with the appropriate support and oversight of passenger and patient securing in these vehicles.

Funding will support contractual costs.

### Project Goal(s) and Activities

**Goal 1:** Before 2/28/2024, DESoC will hire an Emergency Vehicle Safety Coordinator (EVSC)

**Activity 1:** Before 10/31/2023, position description will be drafted and approved by leadership.

**Activity 2:** Before 12/1/2023, position will be posted with Michigan Public Health Institute

**Activity 3:** Before 1/1/2024, interviews will be scheduled.

**Goal 2:** Before 9/30/2024, DESoC will create an assessment tool to assess agency's current emergency vehicle operator policies and procedures.

**Activity 1:** Before 4/30/2024, the EVSC will have assessed any national or other state examples of current oversight.

**Activity 2:** Before 8/30/2024, Using Qualtrics, the EVSC will create questions for licensed agency assessment.

**Activity 3:** Before 9/30/2024, the agency assessment will be recommended by the Emergency Medical Services Coordination Committee for distribution.

**Goal 3:** Before 9/30/2024, In partnership with the EMS for Children Coordinator, and the EMS Agency Licensing Coordinator, the Emergency Vehicle Safety Coordinator will develop an inventory and potential list for appropriate pediatric restraint devices for ambulances.

**Activity one:** Before 5/30/2024, the EVSC will have assessed national models for pediatric ambulance restraint.

**Activity two:** Before 7/30/2024, in conjunction with the EMS for Children Coordinator, EVSC will have created a pediatric toolkit and guide for pediatric restraint for the EMS website.

**Activity three:** Before 9/30/2024, in conjunction with DESoC grant and finance teams, the EVSC will develop a process for reimbursement support for Ambulance Operations purchasing pediatric restraint devices.

### Funding Information

In total, the Michigan TRCC approved \$492,875.00 405(c) funding for this project for FY2024.

### Project Contact

Emily Baker, EMS Programs Manager, Michigan Department of Health & Human Services, Bureau of EMS, Trauma & Preparedness

**Project Title**

Statewide Post Crash Care Michigan OHSP – SIGMA Grant

**Performance Measures**

**Crashes Involving Emergency Vehicles 2017-2021**

Year	Fatalities	Suspected Serious Injuries	Total (K+A)
2017	27	117	144
2018	18	66	84
2019	8	92	100
2020	14	76	90
2021	7	95	102
<b>TOTAL PERSON COUNT</b>	<b>74</b>	<b>446</b>	<b>520</b>

(Michigan Traffic Crash Facts – Data Query – Emergency Vehicle Involved)

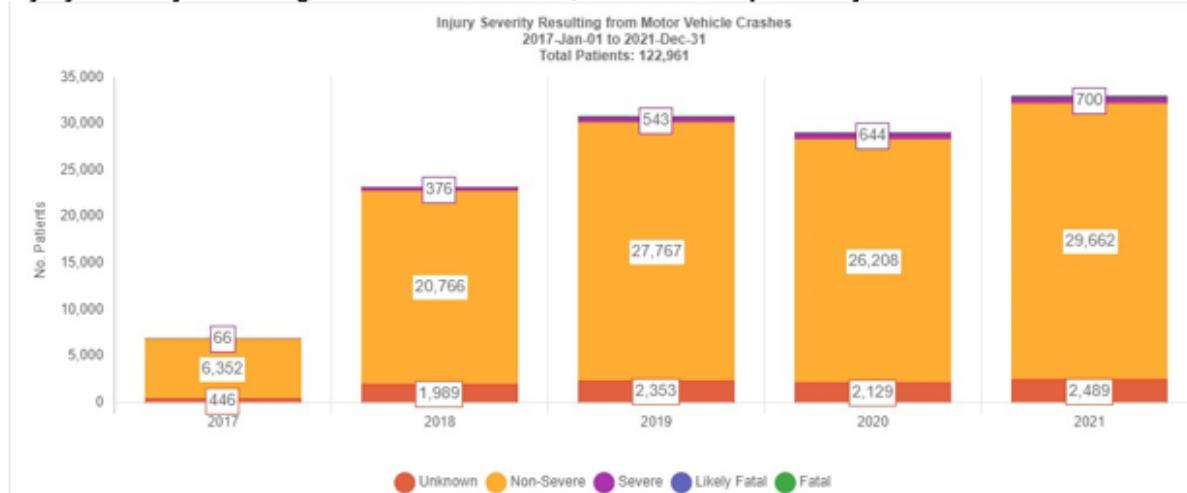
**Crashes Involving Emergency Vehicles 2017-2021 – MTCF vs Numetric**

Year	MTCF	NUMETRIC
2017	2,494	2,791
2018	2,525	2,811
2019	2,486	2,749
2020	2,245	2,501
2021	2,379	2,642
<b>TOTAL CRASH COUNT</b>	<b>12,129</b>	<b>13,494</b>

(Michigan Traffic Crash Facts – Data Query – Emergency Vehicle Involved; Numetric – Data Query – Emergency Vehicle Involved)

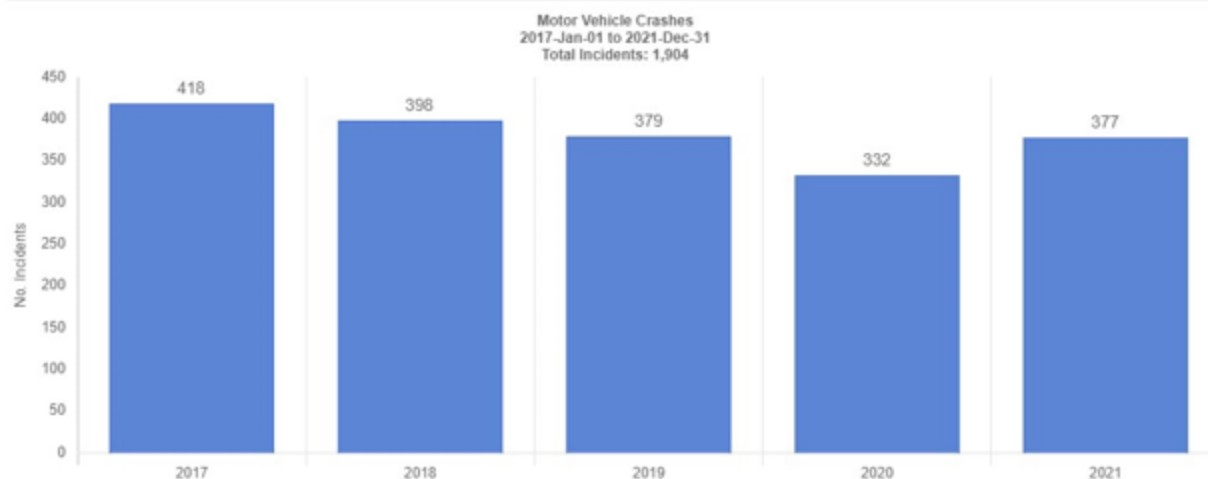


**Injury Severity Resulting from MVC 2017-2021, Patient Transported by EMS**



(Biospatial, MI-EMSIS Data)

**Motor Vehicle Crashes Involving an Ambulance (Vehicle Function: Ambulance) 2017-2021**



(Biospatial, UD-10 Data)

**Project Description**

For this project, Division of EMS and Systems of Care will first establish the linkage across data sets, providing for incident analysis from time of crash through discharge from the hospital. This would allow for true post-crash care analysis. From there, two separate initiatives would be started. First, the components and data elements would be identified, with metrics and tracking developed for quality improvement monitoring. The second initiative would be creating and supporting education initiatives for clinical care for crash patients.

Funding will support contractual costs.

**Project Goal(s) and Activities**

**Goal 1:** Before 3/31/2024, DESoC, in partnership with bio spatial, will establish probabilistic linkages for crashes between UD 10, EMS repository, and the Trauma Registry.

**Activity one:** Before 10/31/2023, Trauma Registry data will be extracted from current registry system and stored on state servers.

**Activity two:** Before 12/1/2023, Trauma Registry data will be uploaded through the SFTP to bios Patial’s secure servers.

**Activity three:** Before 1/1/2024, intervals for continuous data download and upload will be established.

**Goal 2:** Before 3/31/2024, DESoC will hire a Post-Crash Care Education Coordinator (PCEC).

**Activity one:** Before 11/30/2024, the position description and qualifications for the PCEC will be drafted.

**Activity two:** Before 1/31/2024, interviews for the PCEC will be scheduled.

**Activity three:** Before 3/1/2024, an offer will be extended.

**Goal 3:** Before 9/30/2024, the PCEC will have conducted at least 3 in person post-crash trainings using the simulation trailer.

**Activity one:** Before 5/30/2024, the PCEC will have ordered all necessary equipment and gear for the trailer.

**Activity two:** Before 7/30/2024, the training trailer will be fully stocked and readied for post-crash care trainings.

### Funding Information

In total, the Michigan TRCC approved \$339,150.00 405(c) funding for this project for FY2024.

### Project Contact

Emily Baker, EMS Programs Manager, Michigan Department of Health & Human Services, Bureau of EMS, Trauma & Preparedness


### Project Title

Traffic Crash Reconstruction Training – City of Sault St. Marie

### Performance Measures

Sault Ste. Marie Fatal Crashes						
Crash: Fatal Crash	2017	2018	2019	2020	2021	Total
No Fatalities (may be injuries)	353	290	367	214	266	1,490
Fatal Crash (may also be injuries)	0	0	0	0	3	3
Total Crash Count	353	290	367	214	269	1,493

## TRCC Strategic Plan 2024 Updates

Sault Ste. Marie Injury Crashes						
Crash: Injury Crash	2017	2018	2019	2020	2021	Total
No Injuries (may be fatalities)	301	242	334	183	228	1,288
Injury Crash (no fatalities)	52	48	33	31	41	205
<b>Total Crash Count</b>	<b>353</b>	<b>290</b>	<b>367</b>	<b>214</b>	<b>269</b>	<b>1,493</b>
Sault Ste. Marie Pedestrian Crashes						
Worst Injury in Crash	2017	2018	2019	2020	2021	Total
Fatal Injury (K)	0	0	0	0	1	1
Suspected Serious Injury (A)	0	0	0	0	0	0
Suspected Minor Injury (B)	0	1	0	1	1	3
Possible Injury (C)	1	0	0	0	0	1
No Injury (O)	0	1	2	0	0	3
<b>Total Crash Count</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>8</b>
Sault Ste. Marie Bicyclist Crashes						
Worst Injury in Crash	2017	2018	2019	2020	2021	Total
Fatal Injury (K)	0	0	0	0	0	0
Suspected Serious Injury (A)	0	0	0	0	0	0
Suspected Minor Injury (B)	0	2	0	0	2	4
Possible Injury (C)	0	1	0	0	1	2
No Injury (O)	1	1	1	0	2	5
<b>Total Crash Count</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>11</b>
Sault Ste. Marie Drug-Involved Crashes 						
Worst Injury in Crash	2017	2018	2019	2020	2021	Total
Fatal Injury (K)	0	0	0	0	2	2
Suspected Serious Injury (A)	0	0	0	0	0	0
Suspected Minor Injury (B)	0	3	0	0	1	4
Possible Injury (C)	1	0	1	3	1	6
No Injury (O)	0	1	2	7	6	16
<b>Total Crash Count</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>10</b>	<b>10</b>	<b>28</b>

### Project Description

From 2020 to 2021, Sault Ste. Marie experienced an increase in crashes overall, injury crashes, and fatal crashes. Within these increases, the area saw an increase in: crashes overall with drugs as a contributing factor, fatal crashes with drugs as a contributing factor, crashes overall with a bicycle and/or pedestrian involved, injury crashes with a bicycle and/or pedestrian involved, and fatal crashes with a bicycle and/or pedestrian involved.

From 2021 to present day, Sault Ste. Marie has experienced a drastic increase in fatal and serious injury accidents that require specialized crash investigation-reconstruction services. The Sault Ste. Marie Police Department does not have a Bonafede crash investigator-reconstructionist. The department relies on other agencies for these services and is at the mercy of their availability. Due to

financial challenges and other department needs, funding this training out of the general fund operating budget is extremely challenging.

Funding will support Supplies & Operating and Travel.

### Project Goal(s) and Activities

**Goal 1:** The department will be able to adequately and thoroughly investigate-reconstruct serious crashes without relying on other agencies and expending their resources. This level of training will ensure solid investigations-reconstructions for criminal and/or civil proceedings. The Sault PD investigator can provide crash investigation-reconstruction assistance to other agencies in the area by September 20, 2024.

**Activity 1:** Send one patrol officer to the following trainings: the two-week, 80 hour, MSP-At Scene Traffic Crash Investigation training, the two-week, 80 hour, MSP-Technical Traffic Crash Investigation, the two-week, 80 hour, IPTM Reconstruction training, and the one week, 40 hour Event Data Recorder Use in Traffic Crash Reconstruction-Level 1.

Training dates TBD by MSP.

### Funding Information

In total, the Michigan TRCC approved \$8,460.00 402 funding for this project for FY2024.

### Project Contact

Wesley Bierling, Chief of Police, City of Sault Sainte Marie

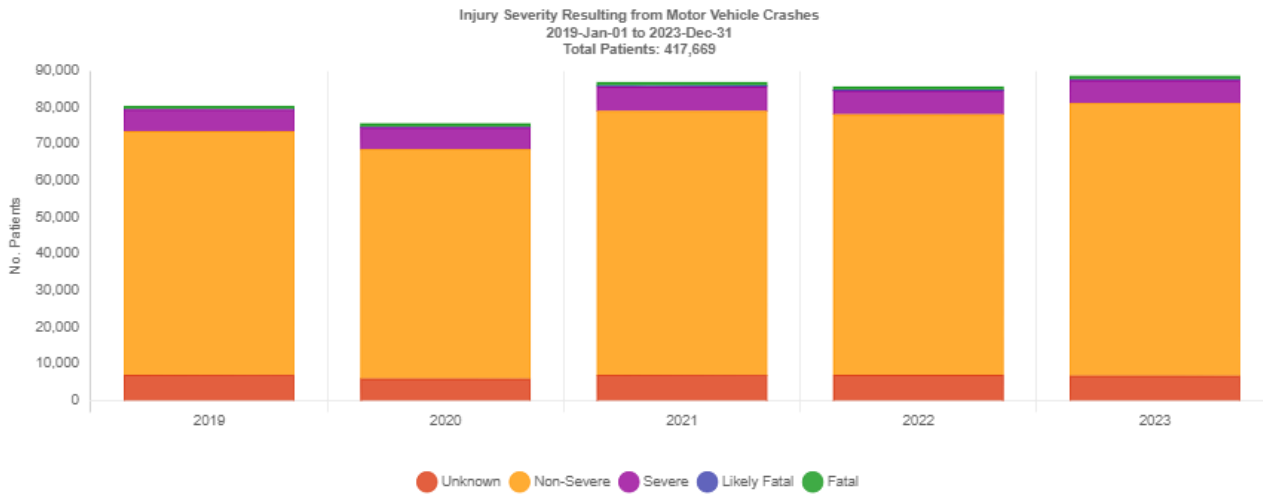
### Project Title

Improving Quality of Crash Severity and Injury Assessment within Michigan EMS Information System (MI-EMSIS) – Phase III

### Performance Measures

Statewide Injury Surveillance System Data					
Year	Fatalities	MI-EMSIS Fatalities	Suspected Serious Injuries	MI-EMSIS Severe and Likely Fatal	Total (K+A)
2018 (NEMSIS 2.2)	N/A	17**	N/A	3014***	N/A
2018* (NEMSIS 3.4)	974	553	5586	3384	6560
2019	985	562	5,629	2021	6,614
2020	1083	567	5433	2250	6516
2021	1131	707	5979	2569	3555
2022	1123	685	5782	2330	6905
2023	1095****	684	5816****	2393	6911****
<b>Total</b>	<b>5014</b>	3775	<b>27798</b>	18704	<b>32812</b>
*Partial year of reporting					
** Injury crashes with cardiac arrest noted as “yes”					

\*\*\* Total crashes, unable to quantify severity  
 \*\*\*\* Preliminary data



## Project Description

There are challenges in how data from the Emergency Medical Services (EMS) is entered, accessed, and processed within the MI-EMSIS, creating questions in the accuracy and validity of conclusions that are drawn from that data. In 2018, the MDHHS began using the Biospatial data platform, which links the EMS electronic patient care record (ePCR) data with other health and injury-related data sources. A full-time data analyst will utilize the MI-EMSIS as well as Biospatial to identify gaps in documentation related specifically to motor vehicle crashes. The data analyst will categorize the gaps into actionable items to resolve or mitigate the gaps. FY2024 is the third year of this four-year project. FY2025 will be the final year.

Funding will support contractual.

## Project Goal(s) and Activities

**Goal 1:** The MDHHS will continuously monitor crash data quality to determine effectiveness of documentation improvement plans, distributing reports to EMS Agencies, Medical Control Authorities, and Software Vendors throughout FY24. This will continue through FY25.

**Activity 1:** Utilizing the crash record MIEMSIS and biospatial reports previously created, monitor for changes in data quality based on Agency, Medical Control Authority, and Software Vendor.

**Activity 2:** Distribute quarterly updates to Agencies, Medical Control Authorities, and/or Software Vendors to communicate changes in data quality as necessary and relevant.

**Goal 2:** The MDHHS will publish a documentation tool for EMS personnel that covers documentation of motor vehicle crashes for each software vendor by September 30, 2024.

**Activity 1:** Determine Best Practices for documentation of motor vehicle crashes, based on identified data elements and documentation concerns.

**Activity 2:** Identify, by software vendor, workflow, and provider practices to complete proper documentation.

**Activity 3:** Create and publish documentation tool for EMS personnel.

**Goal 3:** (Continued from FY23) The MDHHS will distribute crash documentation improvement plans for EMS agencies, documentation software vendors, and medical control authority regions.

**Activity 1:** Utilizing the crash record MIEMIS and biospatial report, create individual reports based on: Agency, Medical Control Authorities, Software Vendors, and Regional Medical Control Authorities.

**Activity 2:** Develop template for documentation improvement plans to insert data from MIEMIS and biospatial reports.

### Funding Information

In total, the Michigan TRCC approved \$174,831.50 from 405(c) funding for this project.

### Project Contact

Emily Baker, EMS Programs Manager, Michigan Department of Health & Human Services, Bureau of EMS, Trauma & Preparedness

### Project Title

Deriving Missing Model Inventory of Roadway Elements (MIRE) Surface Type from Imagery Phase II

### Performance Measures

MIRE FDEs	Non Local Paved Roads - Segment		Non Local Paved Roads - Intersection		Non Local Paved - Interchange/Ramp		Local Paved Roads		Unpaved Roads	
	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned
ROADWAY SEGMENT										
Segment Identifier (12)	100	100					100	100	100	100
Route Number (8)	100	0								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100 derived	100 derived								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	15		
Begin Point Segment Descriptor (10)	100	100					100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST
End Point Segment Descriptor (11)	100	100					100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST
Segment Length (13)	100	100								
Direction of Inventory (18)	100 derived	0								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	80 (undivided)	95 (undivided)								
Access Control (22)	20 derived	0								
One/Two Way Operations (91)	95	10								
Number of Through Lanes (31)	100 derived	80					100	0		
Average Annual Daily Traffic (79)	100	95					100 est	0 actual		
AADT Year (80)	100	95								
Type of Governmental Ownership (4)	100	100					100	100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST

## Project Description

This is Phase 2 of a project which strives to complete the surface type requirement for the MIRE Federal Data Elements (FDE) in the Michigan Department of Transportation's roadway database. The project has two phases: the first phase of analyzing and refining existing surface type detection methods and the second phase of producing the refined processes and completing surface type assignments for all missing MIRE FDE surface type data (approximately 50%) on public roadways in the State of Michigan. This project will improve two traffic records data attributes – accuracy and timeliness. Accuracy is being addressed by the analysis phase. Timeliness is being addressed by executing this project and its method.

Funding will support contractual costs.

## Project Goal(s) and Activities

### Project Description

This is Phase 2 of a project which strives to complete the surface type requirement for the MIRE Federal Data Elements (FDE) in the Michigan Department of Transportation's roadway database. The project has two phases: the first phase of analyzing and refining existing surface type detection methods and the second phase of producing the refined processes and completing surface type assignments for all missing MIRE FDE surface type data (approximately 50%) on public roadways in the State of Michigan. This project will improve two traffic records data attributes – accuracy and timeliness. Accuracy is being addressed by the analysis phase. Timeliness is being addressed by executing this project and its method.

Funding will support contractual costs.

## Project Goal(s) and Activities

### Goal 1: Data Handling Testing

**Activity 1:** The updated framework basemap will be processed in a test branch of Roadsoft to verify compatibility and data integrity with the local agency verification tools developed in the last phase of the project.

**Activity 3:** The project team will create an output file example from Roadsoft to aid MDOT in setting up and testing the data transfer method to be used for communicating reviewed files from local agency users to MDOT.

**Goal 2:** Road Detection Production – All Remaining Counties Not Completed in Year 2 by September 30, 2024.

**Activity 1:** This task will complete the production phase of the project.

**Activity 2:** It will begin processing of county 4-band aerial imagery to detect road and inventory unpaved roads that are part of the public system and fall on functional classifications: 5-major collector,

6-minor collector or 7-NFC Local. The pavement type of asphalt or concrete will also be collected for paved roads if the research phase is successful.

**Activity 3:** During the Year 2 production period, the project team expects to process the remaining counties through the detection process.

**Goal 3:** Production Phase Quarterly Meetings

**Activity 1:** The project team will hold a recurring quarterly web-based meeting where the vendor will provide MDOT an update on progress, challenges and work to be completed during the next quarter.

**Activity 2:** Meeting frequency will be modified based on the mutual agreement of the MDOT project manager and MTU staff to meet the changing pace of the project.

**Funding Information**

In total, the Michigan TRCC approved \$260,007.82 from 405(c) funding for this project.

**Project Contact**

David Fairchild, Michigan Department of Transportation

**Funding Information**

In total, the Michigan TRCC approved \$260,007.82 from 405(c) funding for this project.

**Project Contact**

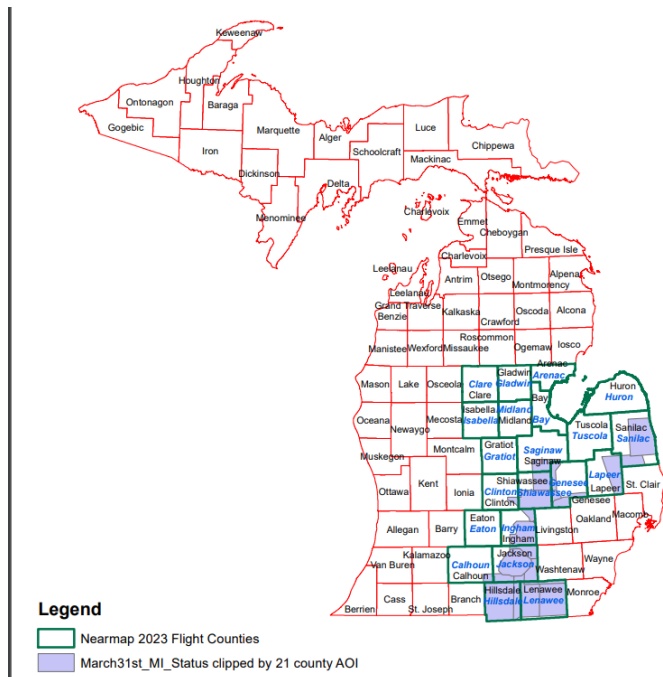
Mike Toth, Supervisor System Monitor and Reporting Unit, Michigan Department of Transportation (MDOT)

**Project Title**

High Resolution Imagery Acquisition for Roadway Centerline and Attribute Crash Analytics

**Performance Measures**





## Project Description

The imagery's primary purpose is to increase accuracy and timeliness to roadway edits needed to accurately locate Michigan crashes. A secondary use is to help populate surface type, median type, and number of lane data to help meet the state's MIRE FDE requirements. The MDOT roadway editors will be able to measure the number of roadway edits done using the requested imagery. The traffic records attributes that are supported are accessibility and timeliness. Funding will support contractual costs. Funding will support contractual costs.

## Project Goal(s) and Activities

**Goal 1:** Identify and track public roadway edits in 14 Michigan counties using Nearmap imagery over a 1-year period. Track changes up to September 30, 2024.

**Activity 1:** Acquire Nearmap aerial imagery of the stated 14 Michigan counties.

**Activity 2:** Track the number of roadway change requests as the number of roadway centerline jobs. Digitize public roadway adds, deletes, and re-alignment requests. Track the number of these roadway jobs that use the Nearmap aerial imagery. Each editing job that uses Nearmap can be validated showing the most up to date roadway alignment.

## Funding Information

In total, the Michigan TRCC approved \$717,832.00 from 405(c) funding for this project.

## Project Contact

Ulrika Zay, MiSAIL Program Manager, Center for Shared Solutions

## FY2025 PROJECTS

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TBD in process.

## APPENDIX A: TRCC CHARTER

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### Mission

Improve the quality, timeliness and availability of crash related data, information, and systems to enable stakeholders and partners to identify and resolve traffic safety issues

### General Information

1. Include representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, and motor vehicle and driver licensing agencies, and motor carrier agencies.
2. The TRCC is an Action Team located under the Governors Traffic Safety Advisory Commission (GTSAC).
3. Provide a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.
4. Consider and coordinate the views of organizations in the State that are involved in the administration, collection, and use of highway safety data and traffic records systems.
5. Represent the interest of the agencies and organizations within the traffic records system to outside organizations.
6. Review and evaluate new technologies to keep the highway safety data and traffic records systems up to date.
7. Facilitate and coordinate the integration of systems within the state, such as systems that contain crash related medical and economic data with traffic crash data.
8. Form sub-committees and action teams as appropriate.
9. The TRCC will not adopt any formal policy or rules intended to impose authority on any group, agency or individual.
10. Within the TRCC there shall exist an 'Executive Committee'.

11. The TRCC will keep the GTSAC apprised of TRCC activity, projects and/or accomplishments through reports at periodic GTSAC meetings.
12. Create and monitor a Traffic Records System Strategic Plan that:
  - addresses existing deficiencies in a state’s highway safety data and traffic records system
  - specifies how deficiencies in the system were identified
  - prioritizes the needs and set goals for improving the system
  - identifies performance-based measures by which progress toward those goals will be determined
  - specifies how the State will use section 405-c and other funds of the State to address the needs and goals identified in its Strategic Plan.

**Executive Committee**

The ‘Executive Committee’ will be comprised of:

- Michigan Department of State Police
- Michigan Department of State
- Michigan Department of Transportation
- Michigan Department of Health and Human Services
- Michigan State Courts Administration Office
- Michigan Office of Highway Safety Planning
- Michigan Department of Technology, Management, & Budget

Each member shall have the authority to authorize changes of and/or expend agency funds to support the Michigan Traffic Records System.

The Executive Committee shall appoint a committee chair on a bi-annual basis who will serve as chair for both the Executive Committee and the general TRCC body.

**APPENDIX B:**

**TRCC MEMBERSHIP ROSTER**

Traffic Records Coordinating Committee FY24					
Member	Position	Agency	Core Database	E-Mail	FY2024 Grantee #
<b>EXECUTIVE COUNCIL</b>					

## TRCC Strategic Plan 2024 Updates

Dave Work	State Administrative Manager	Department of Technology, Management, and Budget	All	<a href="mailto:workd@michigan.gov">workd@michigan.gov</a>	
John Harris	Driver Records Program Section Manager	Michigan Department of State	Driver & Vehicle	<a href="mailto:harrisj2@michigan.gov">harrisj2@michigan.gov</a>	
Michelle Kleckler	Director Criminal Justice Information Center	Michigan State Police	Crash	<a href="mailto:klecklerm2@michigan.gov">klecklerm2@michigan.gov</a>	
Katie Bower	Director of the Office of Highway Safety Planning	Michigan State Police	All	<a href="mailto:bowerk4@michigan.gov">bowerk4@michigan.gov</a>	
Tonya Nobach	Departmental Manager, Criminal Justice Information Center	Michigan State Police	Crash	<a href="mailto:nobacht@michigan.gov">nobacht@michigan.gov</a>	
Sabrina Kerr	BA, MPA, EMS Section Manager	Michigan Department of Health and Human Services	EMS & Trauma	<a href="mailto:kerrs3@michigan.gov">kerrs3@michigan.gov</a>	TR-23-08
Vacant	n/a	State Court Administrative Office	Citation & Adjudication	n/a	
<b>TECHNICAL COUNCIL</b>					
<b>Michigan State Police - Criminal Justice Information Center (MSP-CJIC)</b>					
Amanda Heinze	Crash Unit Manager	Michigan State Police	Crash	<a href="mailto:heinzea@michigan.gov">heinzea@michigan.gov</a>	
Melissa Marinoff	Traffic Crash Specialist	Michigan State Police	Crash	<a href="mailto:marinoffm@michigan.gov">marinoffm@michigan.gov</a>	
Brian Sine	IT Program Analyst	Department of Technology, Management, and Budget	Crash	<a href="mailto:sineb@michigan.gov">sineb@michigan.gov</a>	

## TRCC Strategic Plan 2024 Updates

Lorie Sierra	FARS Analyst	Michigan State Police	FARS	<a href="mailto:sierral@michigan.gov">sierral@michigan.gov</a>	
Scott Carlson	UD-10 Crash Trainer	Michigan State Police	Crash	<a href="mailto:carlsons1@michigan.gov">carlsons1@michigan.gov</a>	TR-01-IG
Shawn Sible	Assistant Division Director	Michigan State Police	Crash	<a href="mailto:sibles@michigan.gov">sibles@michigan.gov</a>	
<b>Michigan Department of Transportation (MDOT)</b>					
Cory Johnson	Manager - GIS Unit & System Monitoring	Michigan Department of Transportation	Roadway	<a href="mailto:johnsonc45@michigan.gov">johnsonc45@michigan.gov</a>	
Garrett Dawe	Manager - State Traffic and Safety Engineer	Michigan Department of Transportation	Roadway	<a href="mailto:daweg@michigan.gov">daweg@michigan.gov</a>	
David Fairchild	Transportation Planner	Michigan Department of Transportation	Roadway	<a href="mailto:fairchildd1@michigan.gov">fairchildd1@michigan.gov</a>	TR-03-IG
Dean Kanitz	Traffic Signing Engineer	Michigan Department of Transportation	Roadway	<a href="mailto:kanitzd@michigan.gov">kanitzd@michigan.gov</a>	
Mike Toth	Supervisor	Michigan Department of Transportation	Roadway	<a href="mailto:tothm@michigan.gov">tothm@michigan.gov</a>	TR-03-IG
Linda Powell	Safety Programs Engineer	Michigan Department of Transportation	Roadway	<a href="mailto:powelll2@michigan.gov">powelll2@michigan.gov</a>	
Carissa McQuiston	Safety Programs Unit Manager	Michigan Department of Transportation	Roadway	<a href="mailto:mcquistonc@michigan.gov">mcquistonc@michigan.gov</a>	
<b>Michigan Department of Health and Human Services (MDHHS)</b>					

## TRCC Strategic Plan 2024 Updates

Emily Bergquist	Director, Division of EMS & Trauma	Bureau of EMS, Trauma & Preparedness	EMS & Trauma	<a href="mailto:bergquiste@michigan.gov">bergquiste@michigan.gov</a>	TR-04-IG, TR-06-IG, TR-07-IG
Eileen Worden	State Trauma Manager	Bureau of EMS, Trauma & Preparedness	EMS & Trauma	<a href="mailto:wordene@michigan.gov">wordene@michigan.gov</a>	
Emily Baker	EMS Programs Manager	Bureau of EMS, Trauma & Preparedness	EMS & Trauma	<a href="mailto:bakere11@michigan.gov">bakere11@michigan.gov</a>	
Kristine Kuhl	Medical Control Authority Coordinator	Bureau of EMS, Trauma & Preparedness	EMS & Trauma	<a href="mailto:kuhlk2@michigan.gov">kuhlk2@michigan.gov</a>	
Kevin Putman	Data Manager	Bureau of EMS, Trauma & Preparedness	EMS & Trauma	<a href="mailto:putmank@michigan.gov">putmank@michigan.gov</a>	
Alissa Morrison	EMS Traffic Crash Data Quality Specialist	Bureau of EMS, Trauma & Preparedness	EMS & Trauma	<a href="mailto:morrisona11@michigan.gov">morrisona11@michigan.gov</a>	
<b>Michigan Department of State (MDOS)</b>					
John Harris	Driver Records Program Section Manager	Michigan Department of State	Driver & Vehicle	<a href="mailto:harrisj2@michigan.gov">harrisj2@michigan.gov</a>	
<b>Michigan Department of Technology Management and Budget (MDTMB)</b>					
Joel Locke	Departmental Analyst	Department of Technology, Management, and Budget	All	<a href="mailto:lockej@michigan.gov">lockej@michigan.gov</a>	
Mark Holmes	Departmental Manager	Department of Technology, Management	All	<a href="mailto:holmesm3@michigan.gov">holmesm3@michigan.gov</a>	

		ent, and Budget			
Timothy Lauxmann	GeoData Manager	Department of Technology, Management, and Budget	All	<a href="mailto:lauxmann@michigan.gov">lauxmann@michigan.gov</a>	
Ulrika Zay	Geospatial Outreach Analyst	Department of Technology, Management, and Budget, Center for Shared Solutions	All	<a href="mailto:zayu@michigan.gov">zayu@michigan.gov</a>	2024-TR-05-IG
<b>Michigan State Court Administrative Office (SCAO)</b>					
Bobbi Morrow	District Court Analyst	State Court Administrative Office	Citation & Adjudication	<a href="mailto:morrowb@courst.mi.gov">morrowb@courst.mi.gov</a>	
<b>Federal Highway Administration (FHWA)</b>					
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## APPENDIX C: ACRONYMS

Acronym	Definition
AAMVA	American Association of Motor Vehicle Administrators
CFR	Code of Federal Regulations
CJIC	Criminal Justice Information Center
CMV	Commercial Motor Vehicle
CSS	Center for Shared Solutions
DAT	Data Action Team
DUI	Driving Under the Influence
EMS	Emergency Medical Services
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FY	Fiscal Year
GTSAC	Governor's Traffic Safety Advisory Commission
ISS	Injury Surveillance System
JDW	Judicial Data Warehouse
LEIN	Law Enforcement Information Network
LTAP	Local Technical Assistance Program
MCA	Medical Control Authority
MDHHS	Michigan Department of Health and Human Services

MDOS	Michigan Department of State
MDOT	Michigan Department of Transportation
MDTMB	Michigan Department of Technology, Management, & Budget
MHA	Michigan Health & Hospital Association
MIRE-FDE	Model Inventory of Roadway Elements – Fundamental Data Elements
MOU	Memoranda of Understanding
MSP	Michigan Department of State Police
NHTSA	National Highway Transportation Research Administration
NIEM	National Information Exchange Model
NMVTIS	National Motor Vehicle Title Information System
OHSP	Office of Highway Safety Planning
PRISM	Performance Registration System and Management
SCAO	State Court Administrative Office
SEMCOG	Southeast Michigan Council of Governments
STRAP	State Traffic Records Assessment Program
TAMC	Transportation Asset Management Council
TAMP	Transportation Asset Management Plan
TAMS	Transportation Asset Management System
TBD	To Be Determined
TCRS	Traffic Crash Reporting System
TCRU	Traffic Crash Reporting Unit

TDMS	Traffic Data Management System
TRCC	Traffic Records Coordinating Committee

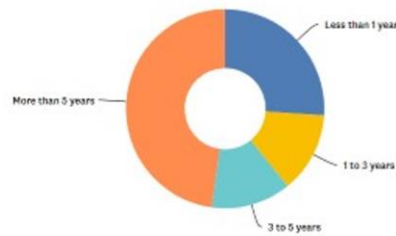
## APPENDIX D: MICHIGAN TRCC SURVEY

TRCC Survey will be conducted every other year. The results of this survey are from FY2021.

How long have you been involved with the Traffic Records Coordinating Committee (TRCC) or Data User Group (DUG)?

How long have you been involved with the Traffic Records Coordinating Committee (TRCC) or Data User Group (DUG)?

Answered: 23 Skipped: 0

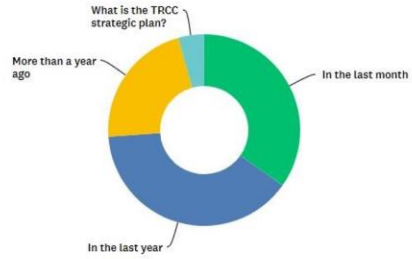


ANSWER CHOICES	RESPONSES	
I am not really	0.00%	0
Less than 1 year	26.09%	6
1 to 3 years	13.04%	3
3 to 5 years	13.04%	3
More than 5 years	47.83%	11
<b>TOTAL</b>		<b>23</b>

# When is the last time you read the TRCC strategic plan?

When is the last time you read the TRCC strategic plan?

Answered: 23 Skipped: 0

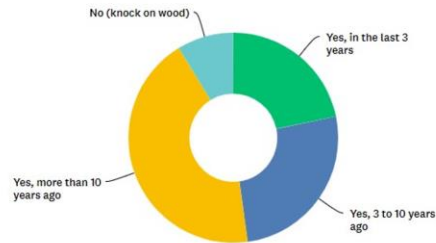


ANSWER CHOICES	RESPONSES	
▼ In the last month	34.78%	8
▼ In the last year	39.13%	9
▼ More than a year ago	21.74%	5
▼ What is the TRCC strategic plan?	4.35%	1
<b>TOTAL</b>		<b>23</b>

# Have you ever been in a crash?

Have you ever been in a crash?

Answered: 23 Skipped: 0

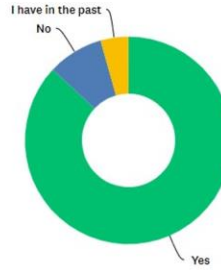


ANSWER CHOICES	RESPONSES	
▼ Yes, in the last 3 years	21.74%	5
▼ Yes, 3 to 10 years ago	26.09%	6
▼ Yes, more than 10 years ago	43.48%	10
▼ No (knock on wood)	8.70%	2
<b>TOTAL</b>		<b>23</b>

# Do you personally use traffic records or crash data?

Do you personally use traffic records or crash data?

Answered: 23 Skipped: 0

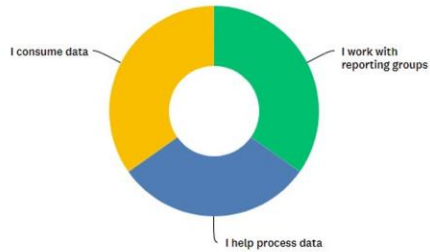


ANSWER CHOICES	RESPONSES	
Yes	86.96%	20
No	8.70%	2
I have in the past	4.35%	1
<b>TOTAL</b>		<b>23</b>

# How do you use traffic records?

How do you use traffic records?

Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
I work with reporting groups	34.78%	8
I help process data	30.43%	7
I consume data	34.78%	8
I do not use it	0.00%	0
<b>TOTAL</b>		<b>23</b>

What aspect of traffic records do you think is currently the strongest?

---

What aspect of traffic records do you think is currently the strongest?

Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Accuracy	21.74%	5
Completeness	17.39%	4
Integrity	4.35%	1
Timeliness	21.74%	5
Uniformity	17.39%	4
Accessibility	17.39%	4
<b>TOTAL</b>		<b>23</b>

What aspect of traffic records do you think is currently the strongest?

---

What aspect of traffic records do you think is currently the strongest?

Answered: 23 Skipped: 0

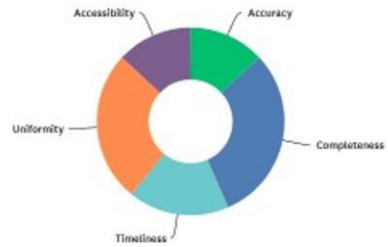


ANSWER CHOICES	RESPONSES	
Accuracy	21.74%	5
Completeness	17.39%	4
Integrity	4.35%	1
Timeliness	21.74%	5
Uniformity	17.39%	4
Accessibility	17.39%	4
<b>TOTAL</b>		<b>23</b>

Which aspect of traffic records do you think is the weakest?

Which aspect of traffic records do you think is the weakest?

Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
Accuracy	13.04%	3
Completeness	30.43%	7
Integrity	0.00%	0
Timeliness	17.39%	4
Uniformity	26.09%	6
Accessibility	13.04%	3
<b>TOTAL</b>		<b>23</b>

What areas of traffic records do you feel could be improved on?

- Use with other data sets
- Citation data accessibility
- Data linkage, namely citation data
- More GIS mapping with good filtering abilities
- Follow up on severity of injury after the fact
- Improve location data on the UD-10's by requiring mapping of the location
- Judicial data
- Communication between data consumers on results of certain projects
- More diverse membership at meetings
- Data linkage across systems is one of the biggest issues
- Not sure globally, but for EMS it would be accuracy
- Accuracy/uniformity in reporting
- More summary reports
- Continue to work to establish performance measures to improve roadway data
- Ways to compile information
- E-Citation data
- Accuracy in documentation of crashes
- Getting the data out to users
- Access to data that is free of PII
- Integration with more datasets

Are there any  
other ideas or  
suggestions  
you have to  
make your  
TRCC  
experience  
better?

- The group has evolved over the years in a good way.
- Not at this time. The group is a good platform for sharing and understanding the data that is collected.
- Allow consumption of traffic records that is free of PII, so that it can be utilized across more platforms and integrated into more business areas and decision-making processes.
- Love the diverse speakers and participants at the meetings - keep those coming!



# PARTNERSHIPS & COLLABORATION

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# MICHIGAN 2024-2026

TRIENNIAL HIGHWAY SAFETY PLAN

JUNE 30, 2023

*REVISED SEPTEMBER 14, 2023*



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## **Mission**

The Mission of the Michigan Office of Highway Safety Planning (OHSP) is to save lives and reduce injuries on Michigan roads through leadership, innovation, facilitation, and program support in partnership with other public and private organizations.

## **Our Vision is**

To be a catalyst for the development and implementation of innovative ideas, while encouraging the adaptation of successful strategies.

To have a fully integrated problem-solving process that is fundamental to all decision making.

To be a leader in cultivating and supporting traffic safety initiatives at the state and local level.

To have a work environment that fosters enthusiasm, creativity, integrity, and commitment.

## **Executive Summary**

Our transportation system plays a vital role in economic growth, moving people to jobs, products to markets, and connects citizens and visitors to a variety of destinations. As a society, we should not accept casualties as a foregone consequence of using the highway system.

Michigan residents, state, and local government officials must work collectively toward achieving zero fatalities and incapacitating injuries on our roadways. Our belief is that any death is one too many and we must work toward preventing as many injuries and saving as many lives as possible using the resources available.

The Michigan OHSP coordinates a statewide behavioral highway safety program using federal funds administered through the National Highway Traffic Safety Administration (NHTSA).

Funds are primarily used to change road users' behaviors by:

- Enforcing traffic laws.
- Increasing drivers' perception of the risk of being ticketed for non-compliance.
- Increasing public awareness of the dangers of high-risk behavior.
- Informing system users of the best way to avoid or reduce the severity of a crash.

Through data analysis and targeted use of resources, the OHSP provides leadership, innovation, and program support in partnership with state, county, tribal, and community traffic safety leaders, professionals, members, and organizations.

## **The Bi-Partisan Infrastructure Law Highway Safety Planning Process and Problem Identification**

### **Highway Safety Planning Process**

The highway safety planning process is circular and continuous. At any time during the year, the OHSP is working on previous, current, and upcoming fiscal year plans.

The Strategic Highway Safety Plan (SHSP) serves as the principal planning document. This Triennial Highway Safety Plan (3HSP) is developed from the SHSP to:

- Maximize integration and use of data analysis resources.
- Represent driver behavior issues and strategies.
- Use any statewide safety committees to obtain input from state and local traffic safety partners.



The OHSP ensures that the goals and objectives contained in the SHSP are considered in the development of the 3HSP and fully incorporated whenever possible. The OHSP reviews the SHSP and 3HSP to identify any gaps in addressing driver behavior issues and eliminate any redundancy for the maximum use of resources.

Each step of the planning process is identified below:

1. Problem Identification
2. Goal Determination and Analysis
3. Countermeasure Strategies
4. Performance Measures
5. Traffic Safety Partner Input
6. Budget Development
7. Project Selection

The data sources used by the OHSP include:

- Live traffic crash data (including fatality and injury) from the Michigan Criminal Justice Information Center (CJIC)
- Final statewide traffic crash data (including fatality and injury) from 2022
- NHTSA Fatality Analysis Reporting System (FARS) Data
- Enforcement data from 2022
- Judicial data from 2022
- Census data from 2021

Data analysis continues year-round, with intensified efforts early in the 3HSP and project development plan process. The timeliness, accuracy, completeness, uniformity, integration, and accessibility of the traffic crash data allow current information to be incorporated into program development and implementation. Examples include which days of the year have the most alcohol- or drug-involved crashes, how driver age affects fatal crashes, which areas of a given county have the most nighttime crashes, or the demographics involved in fatal and suspected serious injury motorcycle crashes.

### **Problem Identification**

The process of identifying traffic safety problems is integral to the planning process. Information used in identifying problems includes:

- Michigan state crash, conviction, vehicle, roadway, traffic, and survey data
- OHSP program effectiveness studies
- Demographic and other census data
- National surveys
- Other relevant data

These data sets are used, as appropriate, in trend, factor, and other analyses of each program area. The identification process is located under the justification section of each program plan. In the individual program areas, further program needs, and justification is identified.

The OHSP, working with various traffic safety partners, has access to a variety of tools during problem identification. Authorized agencies can access the crash database directly through a variety of interfaces, including websites and query tools. For the general public, the University of Michigan Transportation Research Institute (UMTRI) hosts the OHSP-sponsored Michigan Traffic Crash Facts (MTCF) website. This website includes more than 100 tables addressing

the most common crash data needs, including an archive dating back to 1992. The website also includes fact sheets for state and county data and a query tool that allows users to build their own data queries, mapping tools, charts, tables, and geographic information system capability. In addition, the MTCF users have access to the traffic crash reporting forms, minus personal identifiers, submitted to the Michigan State Police CJIC Crash Section by law enforcement officials.

The OHSP problem identification process is based on trend data reported from the previous five years. Data analysis is conducted for the OHSP by an independent outside source to ensure that no bias is attached to the results. For fiscal year (FY) 2024-2026 planning, the OHSP's problem identification was conducted by research biostatisticians from the UMTRI with a specific concentration on underserved and at-risk populations.

For public participation and engagement, the OHSP took each affected community's unique feedback into consideration and took a nuanced approach to incorporate them. Please reference the Public Participation and Engagement section for details description of incorporation to the 3HSP.

Michigan's highway safety planning process includes the components of 23 C.F.R. 1300.11(b). In addition, feedback from the NHTSA management reviews, including traffic records strategic plans and other reviews of program areas, are incorporated into the planning process. Priority is given to the NHTSA Administrator's Motor Vehicle and Highway Safety Priorities, as well as overlapping the Federal Highway Administration and the Federal Motor Carrier Safety Administration safety priorities and goals. The latest version of NHTSA's [Countermeasures That Work, Tenth Edition 2020](#) is used as part of project development.

The OHSP utilizes the NHTSA Assessment final reports for countermeasure strategies specific to Michigan. Below are the most recently completed assessments:

- Impaired Driving
- Motorcyclist Safety
- Pedestrian and Bicyclist Safety
- Emergency Medical Services (EMS) NHTSA Program Assessment
- Occupant Protection NHTSA Program Assessment
- Teen Driver NHTSA Program Assessment
- Traffic Records NHTSA Program Assessment

### **State Overall Highway Safety Problems**

The 3HSP is coordinated with state and national strategic plans and related operational plans and guidelines, and especially with the Michigan Strategic Highway Safety Plan. The items of highest priority in the Strategic Highway Safety Plan are listed below:

- Improve Safety Culture, Safety Data, and Safety Technology
- Reduce Driver Distraction/Improve Driver Alertness
- Reduce Alcohol and Drug-Impaired Driving
- Reduce the Incidence and Severity of Motorcycle Crashes
- Improve Driver Performance (Teens, Older, Competent)
- Improve Non-Motorist Safety
- Increase Occupant Protection
- Curb Aggressive Driving/Reduce Speed-Related Crashes

Failure to be ranked in the high priority highway safety issue areas for the 2023-2026 SHSP does not mean the topic is unimportant, nor does it mean the OHSP will discontinue planned or

on-going initiatives that have demonstrated results. Initiatives such as making commercial motor vehicle travel safer, enhancing EMS to increase survivability, reducing vehicle-train crashes, improving incident management, improving work zone safety, safe travel in bad weather, and reducing deer/other animal crashes will still be pursued. Discussion of the [Michigan 2023-2026 Strategic Highway Safety Plan](#) has occurred and is posted on the [OHSP website](#). Priorities will be set as part of that process, and it is expected they will be like the priorities in our current plan.

### **Sociodemographic Data**

The OHSP works closely with the UMTRI to analyze state data. Where crashes and injuries are occurring, the OHSP is reviewing sociodemographic data to determine who, what, where, why, and when this problem is affecting. Sociodemographic data was utilized to identify the public participation and engagement efforts that were conducted. This includes drivers aged 20 and younger, commercial motor vehicle drivers, older drivers, City of Detroit citizens, Upper Peninsula (U.P.) citizens, Northern Lower Michigan citizens, and bicyclists.

The UMTRI interfaces with census data that includes sociodemographic information. One example is to examine the spoken languages in affected communities.

## **Public Participation and Engagement**

### **Triennial HSP Engagement Planning**

#### Goals

In FY 2023, the OHSP focused on having two-way conversations with existing partners and the public to actively solicit feedback on the traffic safety issues seen in communities across Michigan.

Goals of outreach and engagement are to:

1. Raise awareness of traffic safety in the community.
2. Educate the public and other organizations about the 3HSP and programs in the community.
3. Provide opportunities for input from the community at the various steps to ensure the active voice of the community.
4. Provide opportunities to influence decision-making of the 3HSP and programs.

The rationale for each of these goals includes the following principles:

- **Awareness** – Stakeholders must be aware of the planning process before they can participate.
- **Education** – Stakeholders must be educated and knowledgeable about the 3HSP and programs before they can participate effectively.
- **Input** – Stakeholders knowledge and perspectives help the planning team verify or expand on available information.
- **Decision-making** – Stakeholders and the community are encouraged to engage in the decision-making process.
- **Open and public process** – The public has a right to participate, to offer ideas and concerns within their communities.

Michigan-specific ongoing goals are listed below:

- The OHSP will act and use information from public engagement to inform the contents of the 3HSP.
- Incentivize current grantees to assist the OHSP with connecting with local groups or residents of underserved communities. The OHSP will include this topic at all FY 2024 grant orientation meetings.
- Add a new section to OHSP Grant Management Requirements that applicable grantees connect the OHSP with their community, gather feedback, and provide as part of a grantee quarterly progress report.
- Encourage grantees to act on feedback received in their community and develop/conduct local education based on information received.
- Conduct public engagement meetings each federal fiscal year covering different regions of the state. The exact number of events will depend on the results of the data analysis.
- Identify underserved communities by looking at data differently. Public engagement will be implemented through direct conversations with the public. This will foster an exchange of information where the OHSP brings in diverse data sets and the community shares their experiences and ideas.
- The OHSP plans to conduct public engagement meetings throughout each federal fiscal year covering different regions of the state.

## Identification

As the OHSP prepares for a three-year public participation and engagement plan, we will start the development to include, but not limited, to the following categories from Michigan's FY 2023-FY 2026 SHSP:

- High-risk behaviors (Distracted Driving, Impaired Driving, and Occupant Protection)
- At-risk road users (Commercial Motor Vehicle Safety, Drivers Aged 20 and Younger, Motorcycle Safety, Pedestrian and Bicycle Safety, and Senior Mobility Safety)
- Engineering infrastructure (Traffic Safety Engineering)
- System administration (Traffic Incident Management and Traffic Records)

The OHSP reviewed datasets per analyses by the UMTRI through counts, rates, vehicle-miles traveled (VMT) rates, ages, road conditions, environmental factors, driver license status, impacts from the pandemic, time of day, day of week, and regions across the state including particular emphasis on underserved communities and communities overrepresented in the data. This provided a significant change from previous methodologies that emphasized crash data counts only.

With this information, the specific communities the OHSP identified at the outset of the process to seek input from were drivers, aged 20 and younger, commercial motor vehicle drivers, older drivers, City of Detroit citizens, U.P. citizens, Northern Lower Michigan citizens, and bicyclists.

**Drivers aged 20 and younger** were identified based on the analysis of rates of traffic crash data, age demographics, rates of driver license data, and proportions.

- From 2017-2021, 5.4 percent of all crashes involved a driver aged 15-17 (almost double the proportion of licensed drivers of this age group of 2.9 percent) and 11.6 percent of crashes involved a driver aged 18-20 (almost triple the proportion of licensed drivers of this age group of 4.0 percent).

**Commercial Motor Vehicle (CMV) drivers** were identified based on the analysis of rates of traffic crash data, vehicle type demographics, and environmental conditions.

- From 2017-2021, a total of 78 percent of all CMV crashes occurred under daylight conditions, compared with only 61.2 percent of crashes that did not involve a CMV.

**Older drivers** were identified based on the analysis of rates of traffic crash data, vulnerability factors/outside of the vehicle, age demographics, societal factors, day of week, road conditions, and environmental factors.

- 23 percent of pedestrians killed in Michigan in 2021 were ages 65 and older.
- Senior driver crashes had been gradually increasing from 2017 to 2019. In 2020, probably impacted by the pandemic, there was a sharp decrease in senior driver crashes (-28.1 percent from 2019) followed by an increase in 2021 (+23.9 percent from 2020).
- Senior drivers are involved in more crashes during weekdays (9 a.m. to 6 p.m.), in daylight conditions, and in clear weather, which are consistent with their travel patterns.

**City of Detroit citizens** were identified based on the analysis of traffic crash data counts, location data, and mode of transportation.

- From 2017-2021, Detroit had the most bicyclist and pedestrian fatalities of any city with 191. The second largest number of bicyclist and pedestrian fatalities in a city during the five-year period was Grand Rapids with 32.

**U.P. citizens** were identified based on the analysis of rates of traffic crash data, vehicle miles traveled, and regional location.

- The 2021 fatality rate in the U.P. of 1.27 deaths per 100 million miles of travel is an increase from the 2020 fatality rate of 1.16 and is higher than the 10-year average of 1.05 (2012-2021).

**Northern Lower Michigan citizens** were identified based on the analysis of rates of traffic crash data, regional location, impairment specific to drugs, crash types, and population density.

- 2017-2021 fatalities in drug-involved crashes as a percentage of the total fatalities were 20 percent or higher in 8 of the 11 counties that make up the Northern Lower Traffic Safety Network, with 50 percent of fatalities being drug-involved in Montmorency County.
- Crash types of single vehicles were much more common in rural crashes (74.4 percent) than urban crashes (17.5 percent).

**Bicyclists in Kalamazoo** were identified based on the analysis of traffic crash data counts, location, and vulnerability factors/outside of the vehicle.

- There were 157 bicycle-involved crashes in Kalamazoo between 2017-2021, the fourth highest ranking city of bicycle-involved crashes in Michigan.

## Triennial HSP Engagement Outcomes

### Steps Taken

The data included in the above section influenced the communities the OHSP engaged by determining which existing community meeting groups to seek out. The OHSP pursued opportunities for engagement both by location and by topic area including particular emphasis on underserved communities and communities overrepresented in the data. It was important to the OHSP to join in on these conversations to meet people where they are instead of creating separate meetings that dictate government directives.

### Engagement Activities

Engagement opportunities conducted in FY 2023 were:

1. Drivers aged 20 and younger action team virtual meeting on May 4, 2023
  - This opportunity allowed for pertinent information to be discussed directly with individuals who work to create programs to keep young drivers safe.
2. MTSC hybrid meeting on May 10, 2023
  - This opportunity not only allowed for direct discussion with individuals that work in the commercial motor vehicle industry, but also with executive leadership that address CMV issues across Michigan.
3. Senior Mobility Action Team virtual meeting on May 11, 2023
  - This opportunity allowed for pertinent information to be discussed directly with individuals who work to create programs to keep senior drivers safe. There were also direct discussions with senior drivers.
4. Older Michiganians Day at the Capitol in-person event on May 17, 2023
  - This opportunity was designed to reach older drivers and pedestrians directly at an existing venue where they showed up for their community. There were no previous connections or relationships – simply walking up to individuals to initiate conversations was the strategy.
5. Detroit East Village Safety Fair in-person event on May 17, 2023
  - This opportunity was designed to reach pedestrians, bicyclists, and drivers directly at an existing venue where they showed up for their community. There were no previous connections or relationships – simply walking up to individuals to initiate conversations was the strategy.
6. U.P. Traffic Safety Network in-person meeting on May 22, 2023
  - This opportunity allowed for pertinent information to be discussed with not only U.P. residents, but also with executive leadership that address traffic safety issues across the U.P.
7. Northern Lower and Traverse Bay Area Michigan Traffic Safety Network in-person meeting on June 5, 2023
  - This opportunity allowed for direct discussion with individuals representing regional communities across the northern lower peninsula. People that live, work, and commute in these communities were part of the discussion.
8. Kalamazoo Bicycle Program Steering Committee virtual meeting on June 21, 2023
  - a. This opportunity allowed for pertinent information to be discussed directly with individuals who create programs to keep bicyclists safe in the Kalamazoo area and people who are bike riders.

Based on the communities engaged, the OHSP also had communications with law enforcement and metropolitan planning associations. These groups can assist us with ongoing conversations to help support outcomes of the meetings. They are individuals representing regional communities across the state. Law enforcement officers were identified based on the

analysis of OHSP grant status reports, employment data, and traffic safety countermeasures. There has been a significant decrease in law enforcement staffing in Michigan. In 2022, there were 18,345 officers which is a decrease from 22,488 officers in 2001. This has resulted in a decrease in traffic safety enforcement. Michigan law does not currently allow automated enforcement. There are varying opinions on pending legislation on automated enforcement in construction zones.

### Accessibility Measures

The OHSP connected with these community groups in the format presented by the specific groups. The OHSP did not select the format of each group meeting, this was a decision made by the affected communities during initial contact. The meetings included completely virtual connections with and without video/transcriptions. There were a few meetings that were completely in-person by a regional community such as the Upper Peninsula Traffic Safety Network meeting held in Escanaba, Michigan, which is about a 6-hour drive from the OHSP office. The OHSP staff encouraged a variety of forms of communication including sharing verbally during discussions, filling out paper surveys, and providing contact information for individual follow-up via phone or email. The OHSP staff also attended a public event which reduced accessibility barriers by having even more direct conversations with citizens of varying ability levels. The OHSP continues to make staff available in a multitude of ways including phone calls, emails, virtual access, in-person, traveling, and more.

### Results

Overall, the OHSP was satisfied with the amount of engagement completed in FY 2023. It was a significant challenge with many lessons learned but connecting with communities in this unique way reignited our determination to improve traffic safety for Michigan citizens.

### Attendees and Participants

Among the groups that the OHSP engaged in FY 2023, there was a diverse range of individuals. Sometimes it was a direct connection with members of the affected community, and sometimes it was a group of people advocating for them. The OHSP staff engaged these groups through verbal discussions, paper surveys, in-person connection, virtual connection, and email follow-up. Below is a listing of each group engaged by the OHSP in FY 2023 and a description of participants.

1. Drivers Aged 20 and younger action team virtual meeting on May 4, 2023
  - Members of the public, private companies, and state agencies
2. MTSC hybrid meeting on May 10, 2023
  - CMV public and private entities
3. Senior Mobility action team virtual meeting on May 11, 2023
  - Members of the public, private companies, and state agencies
4. Older Michiganians Day at the Capitol in-person event on May 17, 2023
  - Members of the public – those that shared their local communities resided in East Lansing, Detroit, Adrian, Holt, and Oakland County
5. Detroit East Village Safety Fair in-person event on May 17, 2023
  - Members of the public – those that shared their local communities resided in Wayne and Oakland Counties
6. U.P. Traffic Safety Network in-person meeting on May 22, 2023
  - Members of the public, private companies, school district representatives, and state agencies – those that shared their local communities resided in Marquette (county and city), Baraga, Newberry, Ontonagon, Houghton, Escanaba, Dickinson County, Alger County, Delta County, and Keweenaw Counties.

7. Northern Lower and Traverse Bay Area Michigan Traffic Safety Network in-person meeting on June 5, 2023
  - Members of the public, private companies, and state agencies
8. Kalamazoo Bicycle Program Steering Committee virtual meeting on June 21, 2023
  - Bicyclists, bicycle safety advocates, and municipal leaders

### Summary of Issues Covered

With each engagement activity the OHSP was a part of in FY 2023, the staff began by providing background on the “why” behind this discussion. The OHSP introduced themselves, shared the data, and asked the following talking points brought to each group that was engaged:

- What is the biggest traffic safety issue seen on the roadways?
- What is important to you?
- What will work in your community?
- What resources are needed?
- Who else in your community can speak to these issues?

The feedback from each group engaged is listed below:

- **Drivers Aged 20 and younger action team virtual meeting on May 4, 2023**
  - What is the biggest traffic safety issue seen on the roadways?
    - Speeding
    - Distracted Driving
    - Communication between drivers
    - Signaling
    - Breaking
    - Aware of surrounding and what other vehicles are going to do
    - Cell phone
    - Tailgating
    - Park in the passing lane
    - Aggressive Driving Behavior
  - What is important to you?
    - Courtesy and behaviors contributing to drivers on our road
    - Enforcement education is a part
    - Safe system preventing or reducing the kinematics of a crash
    - Not specific to younger drivers but as they get more experienced can reduce those numbers
    - Family members
    - Arriving safely to my destination
  - What will work in your community?
    - Better driver education and Graduated Driver’s Licensing (GDL)
    - More enforcement
    - Better driver improvement classes for offenders
    - Urban vs. Rural
  - What resources are needed?
    - Utilize Safe System Approach
    - Prioritize education and practicing of driving



- More than a test and read a book, pass a test, receive a license, and get on the road and share the road
- GDL regardless of age, teach in the school, financial struggle for those less fortunate
- Examine local issues (Urban vs. Rural)
- Practicing with the parents and or legal guardian more
- People do not have to take driver education once they reach a certain age and can take a road test. Financial issue with being able to have the ability, concerns with not going down the road with safety since the program has been removed from the schools and private companies to administer.
- The Supervised Driving Guide stresses the importance of level one license restrictions, the move over law and commercial vehicles. Adults/guardians must pull their own weight for teen driver safety.
- Who else in your community can speak to these issues?
  - American Association of Retired Persons really emphasizes and content about sharing the road with other vehicles, CMVs, bicycles, and motorcycles.
- **MTSC hybrid meeting on May 10, 2023**
  - What is the biggest traffic safety issue seen on the roadways?
    - Distracted driving
    - Impaired driving
  - What is important to you?
    - Road conditions
    - Traffic safety needs to be a priority
    - Highlight the number of children killed
    - Need to educate new drivers prior to licensing
    - Outreach for senior drivers
  - What will work in your community?
    - Focused messaging - geofencing to target audiences
    - Enforcement, education, and legislation
  - What resources are needed?
    - No responses
  - Who else in your community can speak to these issues?
    - Driver education instructors and their statewide organization
- **Senior Mobility Action Team virtual meeting on May 11, 2023**
  - What is the biggest traffic safety issue seen on the roadways?
    - Distracted Driving
    - Excessive Speed
    - Left hand turns where to position the vehicle
    - Green arrow
    - Move properly on round about
    - Construction and behaviors

- Aggressive Driving
- What is important to you?
  - Getting home safely to loved ones
  - Setting a good example for children
  - Education on appropriate car seat and proper buckling
  - Teaching children safe car habits and kids being buckled in car seats
- What will work in your community?
  - Next Door App
  - Social Media Apps
  - Bulletins at Senior Centers
  - Subdivision Annual Meetings
  - Facebook Subdivision Page
- What resources are needed?
  - Financial resources
- Who else in your community can speak to these issues?
  - Going to Senior Citizen and engage/questions residents
  - Daycares
  - New Driver groups and asking questions
- **Older Michiganians Day at the Capitol in-person event on May 17, 2023**
  - What is the biggest traffic safety issue seen on the roadways?
    - Distracted Driving
    - Bicycle Paths
    - Respect for Pedestrians
    - Speed
    - Patience
    - Selfishness
    - No Regard for human life
    - Scooters are hard to see
    - Aging Drivers
    - Lack of paying attention
    - Orange Construction Barrels
  - What is important to you?
    - Consistency of bus route times running
    - Capitol Street now a two-way when used to be one-way
    - Driving etiquette
    - Oakland County advocating for speed bumps on roads
    - Safety of others
    - Being able to use transportation and not be tied down due to being in a wheelchair
  - What will work in your community?
    - Spec-Tran
    - Uber
    - Capital Area Transportation Authority
    - Assist with the disabled population

- What resources are needed?
  - Availability of updated bus schedules
  - Timing of traffic lights to be longer to allow for more time for pedestrians and drivers
  - Flags on scooters and electric wheelchairs
  - Education on bike lanes
  - Delivering content with the message of ramifications and how they would affect them personally
  - Transportation available for those wheelchair-bound
- Who else in your community can speak to these issues?
  - Riverview Terrace elderly community
- **Detroit East Village Safety Fair in-person event on May 17, 2023**
  - What is the biggest traffic safety issue seen on the roadways?
    - Accidents where construction merges traffic
    - Potholes
    - People not paying attention to speed limits
    - Drivers on their phones
    - Constant construction – causes confusion
    - Reckless Driving – individual drivers distracted
    - Speeding
    - Need more stop signs in communities
    - People are not fearful of police, will break laws right in front of cops.
  - What is important to you?
    - Needs proper signage
    - We need more visible enforcement
    - Potholes need fixed, roads are so bad
    - Speeding, everyone goes too fast in town
    - Drivers need to slow down
    - More cops might stop people looking at phones while driving
    - Having visible signs to know speeds and construction
    - The safety of my family in the car
    - Let police be police, there are too many community policies and procedures that interfere with police duties.
  - What will work in your community?
    - Roads need to be drivable, fix all the potholes in town
    - Speed traps
    - More cops in the neighborhoods
    - Fixing the roads
    - We need a lot more speed bumps installed and more stop signs – the blinking ones
    - Speed bumps or those rumble strips they use on the highway.
  - What resources are needed?
    - We need a reporting app on our phones. One that is simple to use, and you can report issues, like potholes or people not stopping. We can snap a picture and send it

- More cops
- More signals for walkers to use at the lights
- Better distracted driver laws
- We need more surveillance locally
- Uniformity in all the different police departments around Detroit
- Who else in your community can speak to these issues?
  - No responses
- **U.P. TSN in-person meeting on May 22, 2023**
  - What is the biggest traffic safety issue seen on the roadways?
    - Distracted driving
    - Expectations exceed abilities as tourism continues to be fostered
    - Data collaboration via complete and accurate reporting mechanisms
    - Lack of high-speed public transportation for all ages and socioeconomics
    - Speed differentials and the lack of driving skills
    - Lack of personal accountability
    - Speeds in changing areas of the city
    - How vehicles, pedestrians, bikes interact
    - Access to Lake Superior by crossing trunkline roads
    - Aggressive driving
    - Lack of road patrol officers
    - Increased speed
    - Congestion in Escanaba
    - Impaired driving
    - Intersections
    - Speeds in passing lanes
    - Lack of passing opportunities
    - Off Road Vehicle/snowmobile crossing and parallel trails
    - Winter driving, mostly not locals
    - Cannabis awareness/driving impact
    - Drivers running school bus red lights/illegal passing
    - Driving too fast for conditions
    - Phone use
  - What is important to you?
    - Lane departure is the highest type of crash in the U.P.
    - More respect for law enforcement
    - Speeds lowered
    - Establish safe parking area/eliminate unsafe area
    - More access for bicyclists
    - Everyone put down their phone
    - Eliminate distracted driving
    - Roundabouts
    - Safety of workers (snowplow, road construction)
    - Operation Safe Stop – need dedicated funding
  - What will work in your community?
    - Inform the public on promotional campaigns, move their preparedness needle

- Bring the partners together routinely with region specific action plans
- Thank European transit in rural areas
- Legislation, like no handheld devices
- Lower speeds, more signage in various styles
- New laws or policies such as distracted driving
- Change in driver behavior
- More traffic law enforcement
- Directed enforcement
- Roundabouts
- Education
- Funding
- Billboards with pictures/stories about local impacted victims/consequences
- Require bright LED stop lights on all new school buses
- Better partnerships between school districts and law enforcement
- Staff
  
- What resources are needed?
  - Socioeconomic factor, poor people don't invest in snow tires
  - Collaboration of partners – willingness
  - Time and talent with robust data systems that have integration
  - Culture change
  - Funding, legislation, enforcement
  - Money
  - Help from agencies in local area
  - Communication from folks on the ground
  - Increased education
  - Grants
  - Full staff for officers
  - Regional staff, such as Jamie at OHSP
  
- Who else in your community can speak to these issues?
  - Emergency services (dispatch, EMS, hospitals, rescue)
  - Regional trauma centers
  - Media
  - Community leaders
  - Groups in the M553 area affected by issues
  - Residents
  - Local law enforcement
  - Judicial side
  - School districts
  
- **Northern Lower and Traverse Bay Area Michigan TSN in-person meeting**
  - What is the biggest traffic safety issue seen on the roadways?
    - Distracted driving
    - Cell phone use
    - Driver behavior - poor decisions
    - Driver passed a fire truck because of probably being late for work
    - All types of distractions including passengers in the car
    - Road signs

- Eating/drinking
- Decision making skills are missing while driving/moving a vehicle down the roadway
- Touch screens (info systems) built into the vehicles
- People weaving in and out of traffic
- We need to educate our drivers
- What is important to you?
  - No responses
- What will work in your community?
  - Driver education taught in schools with more attention placed on how to drive by teachers
  - Provide grants for driver education
  - Change the law that they will have to take a course even after age 18
- What resources are needed?
  - More law enforcement to address traffic safety
  - Help for elderly drivers – help them to learn how to properly adjust their seats – there used to be a program like this and if it was funded, they could bring this back – Car-fit.org
  - Training on how to pull a new truck and trailer off the lot for drivers who have no idea how to pull that type of vehicle
  - Training to elderly on taking prescription drugs – elderly prescription hop to get the best deal, and so they don't have pharmacist to oversee the mix of drugs
  - Elderly drivers should have to get a road test again after a certain age
- Who else in your community can speak to these issues?
  - Connect with school boards to get driver's ed back in schools
  - Invite Driver Education providers to TSNs
  - Constant education on how to driver better - driver refresher to reduce risk
  - Connect with Secretary of State to provide a pamphlet on remembering the rules of driving
- **Kalamazoo Bicycle Program Steering Committee virtual meeting**
  - What is the biggest traffic safety issue seen on the roadways?
    - Cell phones – distracted drivers
    - Distracted drivers
    - Speeding
    - People running red lights
    - Autonomous vehicles being confused
    - Too narrow of shoulders
  - What is important to you?
    - No responses
  - What will work in your community?
    - More bike lanes
    - Proper Bicycle training

- Equality for road users
- Bike traffic awareness
- Better training for drivers on bike/pedestrian safety
- Public safety awareness
- Enforcement and penalties
- What resources are needed?
  - Better funding
  - More safety campaigns
  - More leadership
  - Bike subsidy for lower income homes
  - More focus on lower income areas
  - Teaching youth programs
  - Education
  - Bike accessibility of low socioeconomic status, encouraging to bike to school
  - Data on what bike crash countermeasures work best
- Who else in your community can speak to these issues?
  - Trauma injury prevention groups
  - Bike Friendly Kalamazoo website bike clubs
  - Universities and colleges, for bicyclist and pedestrians. Many pedestrian injuries we see in Kalamazoo are people walking to and from parties, bars, etc.

Overall, the main issue in traffic safety discussed was the amount of distracted driving. This was a commonality in all discussions in FY 2023.

The issue of increasing speeds was also a significant concern. In Michigan, several highways saw an increase in speed limits across the state. Topics on the effects of speed will be reviewed by the OHSP and follow-up will be provided.

Another common topic discussed was GDL. Michigan is seeing trends of fewer underage people getting their driver license. Many citizens wait until age 18 to avoid having to take driver education classes.

#### Incorporation to 3HSP

The OHSP took each affected community's unique feedback into consideration and took a nuanced approach to incorporate them.

A compilation of all discussion topics was provided to the OHSP program staff so that they will be incorporated into all program planning. Highlighted programs that are impacted by the feedback include:

- Distracted driving
  - Allow current FY 2023 grantees to add distracted driving enforcement into their grant activities for the remainder of the year.
- Speed
  - Include public information and education as part of the OHSP Communications Plan.
- GDL
  - Strengthen partnership with the Michigan Department of State and the Michigan Driver and Traffic Safety Education Association

- Enforcement
  - Allow current FY 2023 grantees to add distracted driving enforcement into their grant activities for the remainder of the year
  - Open the grant funding process up to provide funding to underserved communities yet overrepresented in the data, specifically in northern Michigan communities not funded previously due to low traffic safety fatality counts.

The OHSP will encourage innovative project proposal and grant project submission to implement the communities' comments and views on local traffic safety issues.

The OHSP leadership team will continuously review comments and views as they become available. The OHSP will incorporate addressing public participation and engagement comments and ideas in the proposal scoring chart.

## Ongoing Engagement Planning

### Goals

Goals of continued outreach and engagement are to:

1. Raise awareness of traffic safety in the community.
2. Educate the public and other organizations about the HSP and programs in the community.
3. Provide opportunities for input from the community at the various steps to ensure the active voice of the community.
4. Provide opportunities to influence decision-making of the HSP and programs.

The rationale for each of these goals includes the following principles:

- **Awareness** – Stakeholders must be aware of the planning process before they can participate.
- **Education** – Stakeholders must be educated and knowledgeable about the HSP and programs before they can participate effectively.
- **Input** – Stakeholders knowledge and perspectives help the planning team verify or expand on available information.
- **Decision-making** – Stakeholders and the community are encouraged to engage in the decision-making process.
- **Open and public process** – The public has a right to participate, to offer ideas and concerns within their communities.

Michigan-specific ongoing goals are listed below:

- The OHSP will act and use information from public engagement to inform the contents of the 3HSP.
- Incentivize current grantees to assist the OHSP with connecting with local groups or residents of underserved communities. The OHSP will include this topic at future grant orientation meetings.
- Add a new section to OHSP Grant Management Requirements that applicable grantees connect the OHSP with their community, gather feedback, and provide as part of a grantee quarterly progress report.
- Encourage grantees to act on feedback received in their community and develop/conduct local education based on information received.
- Conduct public engagement meetings each federal fiscal year covering different regions



of the state. The exact number of events will depend on the results of the data analysis.

- Identify underserved communities by looking at data differently. Public engagement will be implemented through direct conversations with the public. This will foster an exchange of information where the OHSP brings in diverse data sets and the community shares their experiences and ideas.
- The OHSP plans to conduct public engagement meetings throughout each federal fiscal year covering different regions of the state.

### Identification

Previously identified communities will be the affected communities moving forward, as well. Drivers aged 20 and younger, CMV drivers, older drivers, City of Detroit citizens, U.P. citizens, Northern Lower Michigan citizens, and bicyclists will continue to be our focus communities for engagement over the next three years.

**Drivers aged 20 and younger** were identified based on the analysis of rates of traffic crash data, age demographics, rates of driver license data, and proportions.

- From 2017-2021, 5.4 percent of all crashes involved a driver aged 15-17 (almost double the proportion of licensed drivers of this age group of 2.9 percent) and 11.6 percent of crashes involved a driver aged 18-20 (almost triple the proportion of licensed drivers of this age group of 4.0 percent).

**CMV drivers** were identified based on the analysis of rates of traffic crash data, vehicle type demographics, and environmental conditions.

- From 2017-2021, a total of 78 percent of all CMV crashes occurred under daylight conditions, compared with only 61.2 percent of crashes that did not involve a CMV.

**Older drivers** were identified based on the analysis of rates of traffic crash data, vulnerability factors/outside of the vehicle, age demographics, societal factors, day of week, road conditions, and environmental factors.

- 23 percent of pedestrians killed in Michigan in 2021 were aged 65 and older.
- Senior driver crashes had been gradually increasing from 2017 to 2019. In 2020, probably impacted by the pandemic, there was a sharp decrease in senior driver crashes (-28.1 percent from 2019) followed by an increase in 2021 (+23.9 percent from 2020).
- Senior drivers are involved in more crashes during weekdays (9 a.m. to 6 p.m.), in daylight conditions, and in clear weather, which are consistent with their travel patterns.

**City of Detroit citizens** were identified based on the analysis of traffic crash data counts, location data, and mode of transportation.

- From 2017-2021, Detroit had the most bicyclist and pedestrian fatalities of any city with 191. The second largest number of bicyclist and pedestrian fatalities in a city during the five-year period was Grand Rapids with 32.

**U.P. citizens** were identified based on the analysis of rates of traffic crash data, vehicle miles traveled, and regional location.

- The 2021 fatality rate in the U.P. of 1.27 deaths per 100 million miles of travel is an increase from the 2020 fatality rate of 1.16 and is higher than the 10-year average of 1.05 (2012-2021).

**Northern Lower Michigan citizens** were identified based on the analysis of rates of traffic crash data, regional location, impairment specific to drugs, crash types, and population density.

- 2017-2021 fatalities in drug-involved crashes as a percentage of the total fatalities were 20 percent or higher in 8 of the 11 counties that make up the Northern Lower TSN, with 50 percent of fatalities being drug-involved in Montmorency County.
- Crash types of single vehicles were much more common in rural crashes (74.4 percent) than urban crashes (17.5 percent).

**Bicyclists in Kalamazoo** were identified based on the analysis of traffic crash data counts, location, and vulnerability factors/outside of the vehicle.

- There were 157 bicycle-involved crashes in Kalamazoo between 2017-2021, the fourth highest ranking city of bicycle-involved crashes in Michigan.

Additionally, the OHSP will identify underserved communities by looking at data differently. Instead of looking at just fatality and serious injury counts, the OHSP will look at factors including but not limited to VMT rates, fatality rates, and crash rates. Additionally, the OHSP is reviewing characteristics of crashes such as ethnicity, overlaying data with census data, etc.

In FY 2024, the OHSP will continue to evaluate crash behavior and assessed risk from the state level to the lowest municipal level. The OHSP will incorporate and overlay other relative data to identify underserved and over-represented communities in Michigan based on the completion of the NHTSA Technical Assistance National Roadway Safety Strategy.

The OHSP realizes that we have further steps to take to identify meaningful outcomes. The OHSP is leveraging existing relationships to help identify local contacts for engaging underserved communities based on the data deep dive results. These events will not simply be meeting attendance, but rather a focused recognition and discussion of traffic safety issues in the community. The OHSP will utilize the following groups and opportunities to reach the identified communities. This is not an extensive list; more opportunities will be included.

- Metropolitan planning organizations
- Tribal communities
- Public forums
- Private entities
- TSN regions
- Governor's Traffic Safety Advisory Commission action teams

Public engagement will be implemented through direct conversations with the public. This will foster an exchange of information where the OHSP will strive to bring in diverse data sets and the community to shares their experiences and ideas.

### Steps

The OHSP will continue to develop, implement, and evaluate outreach efforts throughout FY 2024-FY 2026. Michigan is participating in the NHTSA Technical Assistance Project. The OHSP will rely heavily on this project to look at data differently, and identify the affected and potentially affected communities, including particular emphasis on underserved communities and communities overrepresented in the data.

Once data is analyzed and target areas identified, the OHSP will engage in those communities and/or affected populations. The OHSP will expand its community outreach to obtain more meaningful public participation and engagement. The OHSP will implement accessibility measures such as in-person opportunities, virtual opportunities, hybrid opportunities, meeting

times and day-of-week varieties, languages, hearing-impaired, visually impaired, and physical disability access.

Public engagement meetings will continue throughout the term of the 3HSP and cover different regions of the state. The exact number of events will depend on the results of the data analysis.

The OHSP will incentivize current grantees to assist the OHSP with connecting with local groups or residents of underserved communities. The OHSP will include this topic at future grant orientation meetings.

The OHSP will ensure a new section is added to the OHSP Grant Management Requirements, that applicable grantees connect the OHSP with their community, gather feedback, and provide as part of a grantee quarterly progress report.

Grantees will be encouraged to act on feedback received in their community and develop/conduct local education based on information received. The OHSP plans to conduct public engagement meetings throughout each federal FY covering different regions of the state. Public engagement will be implemented through direct conversations with the public. This will foster an exchange of information where the OHSP brings in diverse data sets and the community shares their experiences and ideas.

### Incorporation to 3HSP

The OHSP will utilize experiences from FY 2023 initial public participation and engagement to inform the three-year plan. Three areas the OHSP will focus on are: improving programs for distracted driving, speed, and GDL. The OHSP will utilize the Safe System Approach and the Data Deep Dive component of the NHTSA Technical Assistance project to inform which areas need the majority of the OHSP's attention. As the OHSP learns about additional information regarding the results from the public participation and engagement meetings, we will amend the 3HSP appropriately. This will be a continuous process throughout the lifetime of the 3HSP.

## **Performance Measures and Plan Chart**

The OHSP utilizes two different methodologies to determine performance measures.

Methodology 1 for Measures C-1, C-2, and C-3(a) – Align with Highway Safety Improvement Plan (HSIP).

The three key performance measures for use in states' SHSPs are: number of fatalities (C-1), number of suspected serious injuries (C-2), and fatality rate (C-3a) reported by one significant digit for the fatalities and suspected serious injuries and three for the rates. This means that the OHSP and the Michigan Department of Transportation work in partnership to ensure targets as reported in the 3HSP and the HSIP are aligned.

The methodology used includes the following predictors of fatality count: last year's fatality count, VMT, Gross Domestic Product per capita, unemployment aged 16-24, gasoline pump price, beer consumption per capita, wine consumption per capita, belt use rate, Driving Under the Influence law rating, helmet law rating, median income, capital expenditures per mile, total spending on safety projects per mile, and proportion of vehicle fleet with model year greater than 1991. A quadratic relationship is used to predict A injuries from K injuries.

### Methodology 2 for Remaining Measures

The methodology used includes regression models in combination with moving averages to calculate predicted counts. The models are generated by the University of Michigan Transportation Research Institute. In the cases where this methodology did not align with

23 CFR 1300.11(b)(3) that notes targets must indicate improved performance, the OHSP anticipates there will be a reduction by one.

For the first three core performance measures, an additional reduction by 10 percent is displayed on this table due to the newly pass Michigan Hands Free Distracted Driving Law.

\*The methodology showed a predicted count that was higher than the 2022 actual count.

\*\*The OHSP did not align with all three targets for the FY 2024 HSIP due to the requirements of 23 CFR 1300.11(b)(3) that notes targets must indicate improved performance. This is allowable per the final rule amending the uniform procedures implementing the State Highway Safety Grant Program to waive, for FY 2024, the requirement that targets for the common performance measures be identical to targets in the State Highway Safety Improvement Plan.

PERFORMANCE PLAN CHART		DATA	2018	2019	2020	2021	2022	5-YR AVG	2024	2025	2026
<b>C-1/HSIP Aligned</b>	Traffic Fatalities	State	974	985	1,083	1,131	1,123	1,059	1,109.2	1,108	1,107
<b>Reduce the number of traffic fatalities from 1,123 in 2022 to 1,109 by 2024, 1,108 by 2025, and 1,107 by 2026.</b>											
<b>C-2**</b>	Serious Injuries in Traffic Crashes	State	5,586	5,629	5,433	5,979	5,782	5,682	5,781	5,780	5,779
<b>Reduce suspected serious injuries from 5,782 in 2022 to 5,781 by 2024 5,780 by 2025, and 5,779 by 2026.</b>											
<b>C-3(a)/HSIP Aligned</b>	Fatalities/100M VMT	FARS and State	0.95	0.97	1.25	1.17	Pending	Pending	1.152	1.151	1.150
<b>Reduce the fatalities/100 million vehicle miles traveled rate in 2021 from 1.25 K/VMT to 1.152 K/VMT by 2024, 1.151 by 2025, and 1.150 by 2026.</b>											
<b>C-3(b)</b>	Rural Fatalities/100M VMT	FARS and State	1.31	1.28	1.56	1.33	Pending	Pending	1.12	1.11	1.10
<b>Reduce the rural fatalities/100 million vehicle miles traveled rate in 2021 from 1.25 K/VMT to 1.12 K/VMT by 2024, 1.11 by 2025, and 1.10 2026.</b>											
<b>C-3(c)</b>	Urban Fatalities/100M VMT	FARS and State	0.80	0.82	1.11	1.08	Pending	Pending	1.03	1.02	1.01
<b>Reduce the urban fatalities/100 million vehicle miles traveled rate in 2021 from 1.25 K/VMT to 1.03 K/VMT by 2024, 1.02 by 2025, and 1.01 by 2026.</b>											
<b>C-4*</b>	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State	180	202	222	237	231	214	230	229	228
<b>Reduce unrestrained passenger vehicle occupant fatalities from 231 fatalities in 2022 to 230 fatalities by 2024, 229 by 2025, and 228 by 2026.</b>											
<b>C-5*</b>	Alcohol Impaired Driving Fatalities	State	198	177	171	191	173	182	172	171	170
<b>Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 173 fatalities in 2022 to 172 fatalities by 2024, 171 by 2025, and 170 by 2026.</b>											
<b>C-6</b>	Speeding Related Fatalities	State	191	185	200	237	223	207	205	204	203
<b>Reduce speed involved fatalities from 223 fatalities in 2022 to 205 fatalities by 2024, 204 by 2025, and 203 by 2026.</b>											
<b>C-7</b>	Motorcycle Fatalities	State	134	122	152	166	173	149	144	143	142
<b>Reduce motorcyclist fatalities from 173 fatalities in 2022 to 159 fatalities by 2024, 158 by 2025, and 157 by 2026.</b>											
<b>C-8</b>	Unhelmeted Motorcycle Fatalities	State	51	54	65	72	91	67	65	64	63
<b>Reduce unhelmeted motorcyclist fatalities from 91 fatalities in 2022 to 65 fatalities by 2024, 64 by 2025, and 63 by 2026.</b>											
<b>C-9</b>	Drivers 20 and younger involved in Fatal Crashes	State	103	127	128	163	131	130	130	129	128
<b>Reduce drivers aged 20 and younger involved in fatal crashes from 131 fatal crashes in 2022 to 130 fatal crashes by 2024, 129 by 2025, and 128 by 2026.</b>											

<b>C-10</b>	Pedestrian Fatalities	State	145	149	175	183	173	165	159	158	157
<b>Reduce pedestrian fatalities from 173 fatalities in 2022 to 159 fatalities by 2024, 158 by 2025, and 157 by 2026.</b>											
<b>C-11</b>	Bicycle Fatalities	State	21	21	38	29	36	29	23	22	21
<b>Reduce bicyclist fatalities from 36 fatalities in 2022 to 23 fatalities by 2024, 22 by 2025, and 21 by 2026.</b>											
<b>B-1</b>	Observed Seatbelt Usage*	State Annual Observed Count	93.4%	94.4%	94.4%	92.6%	92.0%	93.4%	94.1%	94.2%	94.3%
<b>Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants by 1 percentage point from 92.0% percent in 2022 to 93.0% percent by 2024, 94.0% in 2025, and 94.0% in 2026.</b>											
<b>PERFORMANCE PLAN CHART</b>		<b>DATA</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>5-YR AVG</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
<b>M-1*</b>	Alcohol- or drug-impaired motorcyclist crashes	State	206	239	238	261	232	235	231	230	229
<b>Reduce crashes involving alcohol- or drug-impaired motorcyclists from 232 crashes in 2022 to 231 crashes by 2024, 230 by 2025, and 229 by 2026.</b>											
<b>M-2</b>	Alcohol- or drug-impaired motorcyclist fatalities	State	44	42	48	53	54	48	45	44	43
<b>Reduce number of alcohol- or drug-impaired motorcyclist fatalities from 54 fatalities in 2022 to 45 fatalities by 2024, 44 by 2025, and 43 by 2026.</b>											
<b>M-3*</b>	Drug-impaired driver or motorcycle operator fatalities	State	226	214	257	264	236	239	235	234	233
<b>Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator from 236 fatalities in 2022 to 235 fatalities by 2024, 234 by 2025, and 233 by 2026.</b>											
<b>M-4</b>	Motorcyclist and another motor vehicle crashes	State	1,424	1,460	1,524	1,716	1,643	1,553	1,477	1,476	1,475
<b>Reduce crashes involving a motorcycle and another motor vehicle by from 1,643 crashes in 2022 to 1,477 crashes by 2024, 1,476 by 2025, and 1,475 by 2026.</b>											
<b>M-5</b>	Older Drivers aged 65 and older fatal crashes	State	236	221	222	228	265	234	248	247	246
<b>Reduce number of older drivers aged 65 and older involved in fatal crashes from 265 fatal crashes in 2022 to 248 fatal crashes by 2024, 247 by 2025, 246 by 2026.</b>											
<b>M-6*</b>	Distracted Drivers in fatal crashes	State	67	67	50	59	53	59	52	51	50
<b>Reduce number of distracted drivers involved in fatal crashes from 53 fatal crashes in 2022 to 52 fatal crashes by 2024, 51 by 2025, and 50 by 2026.</b>											
<b>PERFORMANCE PLAN CHART</b>		<b>DATA</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>5-YR AVG</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
<b>A-1</b>	Number of seat belt citations issued during grant-funded	State Citations	9,469	3,897	2,414	10,408	6,390	N/A			

	enforcement activities							
<b>A-2</b>	Number of impaired-driving arrests made during grant-funded enforcement activities	State Citations	1,917	761	613	685	465	N/A
<b>A-3</b>	Number of speeding citations issued during grant-funded enforcement activities	State Citations	17,859	7,594	4,983	10,141	27,161	N/A

## Highway Safety Countermeasures Programs

### Program Areas

Michigan has the following program areas that comprise the 3HSP for FY 2024-FY 2026: Community Programs, Driver Education, EMS, Impaired Driving, Motorcyclist Safety, Occupant Protection, Pedestrian and Bicycle Safety, Planning and Administration, Police Traffic Services, Paid Media, and Traffic Records. The program areas use either [Countermeasures That Work \(CTW\), Tenth Edition, 2020](#), the NHTSA-Facilitated Program Assessment, or a NHTSA Uniform Guideline.

Each program area has specific countermeasure strategies implemented to decrease traffic crashes, fatalities, and injuries. This is a high-level description of each of the program areas with its selected countermeasures.

### Roadway Safety (Formerly Community Programs)

The OHSP engages partners at the state and local levels to supplement engagement, messaging, and traffic safety enforcement efforts. Statewide campaigns build brand and message awareness. The OHSP public information activities are designed to promote traffic safety, seat belt use, and sober driving. As a result, public information needs a rise throughout the year to support communication efforts, campaigns, and media activities. This can include services such as acquisition of additional public information materials, replacement of outdated items, response to questions, or communications through newsletters and other distribution systems. The OHSP is considering utilizing public education materials to satisfy the unattended passengers program requirement to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

### Problem Identified

The State of Michigan has seen increases in statewide crashes, fatalities, and suspected serious injuries. Issues include lack of awareness or disregarding the dangers of driver behaviors such as impaired driving, not wearing seat belts, distracted driving, speeding, etc.

## **Countermeasures**

[\*\*CTW, Chapter 2 Seat Belts and Child Restraints, Section 3. Communication and Outreach\\*\\*\\*\\*: Page 2-25.\*\*](#)

[\*\*Impaired Driving Program Assessment NHTSA-Facilitated, 2019, Section C Program Management, Page 18.\*\*](#)

**Justification:** The OHSP will identify educational and training materials to deliver to law enforcement partners that communicate the importance of traffic safety enforcement.

[\*\*Impaired Driving Program Area Assessment NHTSA-Facilitated, 2019, Section 4 Communications Program, Page 72:\*\*](#)

**Justification:** The OHSP will establish media outreach efforts for all OHSP-funded education, enforcement, and training grants.

## **Data Linkage**

Traffic safety messages are most successful when accompanied by public information and education and enforcement in the Roadway Safety area. Communication and outreach strategies are critical parts of many deterrence and prevention strategies. The strategies and countermeasures selected will assist with all the performance measure targets by ensuring that law enforcement, schools, civic organizations, etc., have access to traffic safety materials. (See *Paid Media*)

## **Annual Project Selection**

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

## **Considerations**

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

## **NHTSA Uniform Planning Guidelines For Speed Management #19**

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: Communication strategies, accompanied by enforcement, can modify driver behavior. Communication Programs should be developed to ensure motorist acceptance and to enhance



compliance with the introduction of revised speed limits and strict enforcement operations. Communication programs and materials should be cultural relevant and multilingual, as appropriate. If the public is not aware of, or does not understand, the potential consequences of speeding to themselves and others, they are unlikely to adjust speeds for traffic and weather conditions, or to comply with posted speed limits. Develop and evaluate culturally relevant public awareness campaigns to educate drivers on the importance of obeying speed limits and the potential consequences of speeding. Identify and collaboratively support efforts of highway safety partners, traffic safety stakeholders and the health and medical communities to include speed management as a priority safety, economic, and public health issue. Promote responsible driver behavior and speed compliance in advertising.

### **Performance Measures**

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-4 Reduce unrestrained passenger vehicle occupant fatalities
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- C-6 Reduce speed involved fatalities
- C-7 Reduce motorcyclist fatalities
- C-8 Reduce unhelmeted motorcyclist fatalities
- C-9 Reduce drivers aged 20 and younger involved in fatal crashes
- C-10 Reduce pedestrian fatalities
- C-11 Reduce bicyclist fatalities
- B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants
- M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists
- M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities
- M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator
- M-4 Reduce crashes involving a motorcycle and another motor vehicle
- M-5 Reduce fatal crashes with drivers aged 65 and older
- M-6 Reduce number of distracted drivers involved in fatal crashes

### **Funding Sources**

402 BIL and 402 Supp BIL

### **Funding Amounts**

The OHSP will commit approximately \$9,492,920 for FY 2024-2026.

## Driver Education

Driver education involves improving driver behavior directly by teaching better driving skills, improving safety awareness, and motivating individuals to drive safely. Young drivers are learning basic skills for the very first time. Inexperience, risk-taking behavior, immaturity, and greater risk exposure are all factors that increase crash risk for young drivers. Older drivers are often at greater risk due to loss of muscle mass and bone strength, which increase the chances of injury or death in a crash. As people age into older adulthood, they begin to experience declines in their functional abilities, the need for safe driving can lead to higher likelihood of motor vehicle crashes and related injuries. According to the [Center for Disease Control and Prevention](#), motor vehicle crashes are a public health concern both in the United States and abroad. In the United States, motor vehicle crashes are a leading cause of death and kill over 100 people every day. However, whether one is a driver, passenger, bicyclist, or pedestrian, one can take steps to stay safe on the road.

### Problem Identified

Increases in crashes, fatalities, and suspected serious injuries of teens aged 20 and younger, and older drivers, aged 65 and older.

### Countermeasures

[CTW, Chapter 6 Young Drivers, Section 1.1 Graduated Driver Licensing \(GDL\)\\*\\*\\*\\*, Pages 6-10.](#)

**(Innovative):** [UMTRI-2016-18, Safe Drivers Smart Options Keys To Lifelong Mobility: Final Report Pages 18-19.](#)

**Justification:** The OHSP wants to improve the [SDSO](#) website by adding links to the Association for Driver Rehabilitation Specialists Fact Sheets, logos next to organizations on the 'about' page; a suggestion box for users to provide comments; information about vehicle technologies for older drivers; add basic driving tips; information about new laws; and, information about support groups. The older adult and informal caregiver surveys should be conducted again, in another year or two to gauge awareness of the SDSO strategy across Michigan, once implementation efforts are more fully in place.

**(Innovative):** [Peer-To-Peer Teen Traffic Safety Program Guide \(Report No. DOT HS 812 631\), Page 2.](#)

**Justification:** The OHSP believes a peer-to-peer teen traffic safety program is defined as one in which teens: identify a traffic safety problem specifically affecting them and other teens in their schools and communities; formulate and implement plans that educates their peers about the problem and how to address it; and, evaluate how they delivered the interventions and addressed the problem. The goal then is to harness the power of youth to promote the adoption of safe behaviors by both the teens delivering the intervention and the teens receiving it. Teens who regularly participate in positive social projects designed to help their peers and others are less likely to engage in risky behaviors. But another aspect of youth involvement in leading peer-to-peer efforts is that they develop critical social skills such as friendship making, caring, assertiveness, and resistance; form positive values, especially looking out for the well-being of others; and, begin to understand their 'meaning and purpose in life.'

## **Data Linkage**

The strategies and countermeasures selected will assist with the performance measure targets for the Driver Education program area by ensuring that opportunities for information and skills training are available for the public. Media campaigns are focusing on these behaviors and circumstances such as riding in a car without a seat belt, impaired driving, website information, and using peer support to encourage better driving skills. (See *Paid Media*)

## **Annual Project Selection**

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

## **Considerations**

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

## **NHTSA Uniform Planning Guidelines For Driver Education #4**

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: each state, in cooperation with its political subdivisions, should have a driver education and training program. This program should provide a driver education program available to all youths of licensing age which is taught by instructors certified by the state as qualified for these purposes, provides each student with practice driving and instruction in at least the following basic and advanced driving techniques including techniques for handling emergencies, rules of the road, and other state laws and local motor vehicle laws and ordinances critical vehicle systems and sub-systems requiring preventive maintenance the vehicle. It should also teach the highway and community features that aid the driver in avoiding crashes that protect their passengers in crashes that maximize the salvage of the injured, signs, signals, and highway markings and highway design features which require understanding for safe operation of motor vehicles, differences in characteristics of urban and rural driving including safe use of modern expressways, pedestrian safety, encourages students participating in the program to enroll in first aid training and that there is a state research and development program including adequate research, development and procurement of practice driving facilities, simulators, and other similar teaching aids for both school and other driver training use.

### **Performance Measures**

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-4 Reduce unrestrained passenger vehicle occupant fatalities
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- M-5 Reduce fatal crashes with drivers aged 65 and older
- M-6 Reduce number of distracted drivers involved in fatal crashes

### **Funding Sources**

402 BIL and 402 Supp BIL

### **Funding Amounts**

The OHSP will commit approximately \$648,758 for FY 2024-2026.

## Emergency Medical Services and Preventing Roadside Deaths

The Emergency Medical Services and Preventing Roadside Deaths program area should ensure that persons incurring traffic injuries receive prompt emergency medical care under the range of emergency conditions encountered. Each of the component parts of a system should be equally committed to its role in the system and ultimately to the care of the patient. Many communities lack adequate personnel and financial assets for optimal safety resources, such as broadband access to contact 911, law enforcement, training, first responders, and definitive medical care.

### Problem Identified

Increases in crashes, fatalities, and suspected serious injuries, old extrication equipment, and lack of or rural setting of the emergency medical services available.

### Countermeasures

**(Innovative):** *2017, Emergency Medical Services Response Times in Rural, Suburban, and Urban Areas, October, JAMA, Pages: 983-984.*

**Justification:** The OHSP believes that research shows that bystanders trained in first aid can and will effectively assist the ill and injured in their time of need. The data suggest that there is an interval for bystander intervention between 911 system engagement and the EMS arrival. Recognizing that “you are the help until help arrives” may be lifesaving.

### [Emergency Medical Services Program Assessment NHTSA-Facilitated, 2017](#)

**Justification:** The OHSP believes that experiences in similar geographic and demographic situations, such as rural areas, coupled with the knowledge in providing emergency medical services in urban populations, is essential.

### [Strategic Highway Safety Plan 2023-2026, Page 38.](#)

**Justification:** Traffic Incident Management (TIM) in Michigan is part of a planned and coordinated multi-disciplinary process that detects, responds, and clears traffic crashes with speed and efficiency. While quick clearance of crashes is a major benefit in maintaining adequate traffic operations, it also helps prevent secondary crashes which often are more severe. Similarly, expedient crash clearing minimizes the danger posed to on-scene responders and the general public. The TIM in Michigan is guided by the National Unified Goal which is a shared set of objectives for stakeholders involved in traffic safety. These objectives include responder safety, safe and quick clearance, and prompt, reliable, interoperable communication.

### Data Linkage

The strategies and countermeasures selected will assist with the performance measure targets in the EMS program area by ensuring that citizens receive adequate first aid training to decrease the probability a more serious outcome of crashes. It will also renew the OHSP relationship with EMS and provide grants to EMS agencies which is part of the EMS Assessment, 2017, Resource Management, Recommendations, Page 13.

### Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation

- Education, Communication, and Outreach
- Program Coordination

## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

### [NHTSA Uniform Planning Guidelines For Emergency Medical Services #11](#)

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: Each state should implement a comprehensive evaluation program to effectively assess and improve a statewide EMS system. The EMS system managers should evaluate the effectiveness of services provided to victims of medical or trauma-related emergencies; define the impact of patient care on the system; evaluate resource utilization, scope of service, patient outcome, and effectiveness of operational policies, procedures, and protocols; develop a data-gathering mechanism that provides for the linkage of data from different data sources through the use of common data elements; and, evaluate both process and impact measures on injury prevention, and public information and education programs.

## Performance Measures

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-4 Reduce unrestrained passenger vehicle occupant fatalities
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- C-6 Reduce speed involved fatalities
- C-7 Reduce motorcyclist fatalities
- C-8 Reduce unhelmeted motorcyclist fatalities
- C-9 Reduce drivers aged 20 and younger involved in fatal crashes
- C-10 Reduce pedestrian fatalities
- C-11 Reduce bicyclist fatalities
- B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants
- M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists
- M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities
- M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator
- M-4 Reduce crashes involving a motorcycle and another motor vehicle
- M-5 Reduce fatal crashes with drivers aged 65 and older
- M-6 Reduce number of distracted drivers involved in fatal crashes

**Funding Sources**

402 BIL and 402 Supp BIL

405(h) BIL Preventing Roadside Deaths

**Funding Amounts**

The OHSP will commit approximately \$2,500,000 for FY 2024-2026.

## Impaired Driving

Impaired-driving crashes have remained at a steady percentage of fatal crashes since the mid-1990s. The OHSP seeks to decrease the number of impaired drivers on the road, in part, by increasing the risk of arrest and conviction.

### Problem Identified

Of the total alcohol- and/or drug-involved fatal and suspected serious injury crashes that occurred between 2016 and 2020, 55 percent were alcohol-involved, and 1 percent were drug-involved.

### Countermeasures

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 7.1 Drug-Impaired Driving, Enforcement of Drug-Impaired Driving<sup>\\*\\*\\*</sup>, Pages 80-81.](#)

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 3.1 Deterrence: Prosecution and Adjudication, DWI Courts<sup>\\*\\*\\*\\*</sup>, Pages 37-40.](#)

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 2.2 Deterrence: Enforcement, High-Visibility Saturation Patrols<sup>\\*\\*\\*\\*</sup>, Pages 29-30.](#)

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 4.1 Deterrence: DWI Offender Treatment, Monitoring, and Control, Alcohol Problem Assessment and Treatment<sup>\\*\\*\\*\\*\\*</sup>, Pages 45-46.](#)

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 4.4 Deterrence: DWI Offender Treatment, Monitoring, and Control, DWI Offender Monitoring<sup>\\*\\*\\*\\*</sup>, Pages 53-54.](#)

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 6.5 Underage Drinking and Drinking and Driving, Youth Programs<sup>\\*\\*</sup>, Page 76.](#)

**Justification:** This countermeasure involves youth drinking and drug programs that have adopted a peer-to-peer approach.

### [Impaired Driving Program Assessment NHTSA-Facilitated, 2019](#)

**Justification:** The OHSP believes Michigan should maintain current levels of educational opportunities for prosecutors, plan an opportunity for the prosecutors around the state to identify future impaired driving trends and needs, and engage prosecutors and municipal attorneys in a strategic planning session on the new world of legal marijuana and emerging drugs.

### Data Linkage

The strategies and countermeasures selected will assist with the performance measure targets for the Impaired Driving program area by ensuring that opportunities for information and skills training are available for the public. Media campaigns are focusing on these behaviors and circumstances such as riding in car without a seat belt, impaired driving, website information, and using peer support to encourage better driving skills. (See *Paid Media*)



## Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

## [NHTSA Uniform Planning Guidelines For Impaired Driving #8](#)

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: each State, in cooperation with its political subdivisions and tribal governments and other parties as appropriate, should develop and implement a comprehensive highway safety program, reflective of State demographics, to achieve a significant reduction in traffic crashes, fatalities, and injuries on public roads. The highway safety program should include an impaired driving component that addresses highway safety activities related to impaired driving. Throughout this guideline, the term impaired driving means operating a motor vehicle while affected by alcohol and/or other drugs, including prescription drugs, over-the-counter medicines, or illicit substances. This guideline describes the components that a state impaired driving program should include and the criteria that the program components should meet.

## Performance Measures

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists
- M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities
- M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator

## Funding Sources

405(d) FAST Act, 405(d) BIL, and 405(d) Supp BIL

## **Funding Amounts**

The OHSP will commit approximately \$4,875,419 for FY 2024-2026.

## Motorcyclist Safety

The Motorcyclist Safety Program includes motorcycle rider education and training, motorcycle operator licensing, motorcycle rider conspicuity education, and motorist awareness of motorcyclists. Motorcyclists have been 14 percent of traffic fatalities for the past five years. With Michigan's [Amended Motorcycle Helmet Law](#) in 2016, the number of fatalities and suspected serious injuries continues to rise each year. Motorcyclists are vulnerable roadway users because they lack the protection of a motor vehicle frame in a crash. Although these users represent a small percentage of all crashes, they are overrepresented in fatalities. This includes regular sized motorcycles with two wheels and may often include motorcycles with three wheels. The proportion of motorcycle drivers who were impaired by alcohol is 3.8 times the proportion of non-motorcycle drivers who were impaired, and the motorcyclist drug impairment rate is 2.8 times higher than non-motorcycle drivers. Through data-driven approaches and collaboration with the Motorcyclist Safety Action Team, the OHSP is working to reduce fatalities and injuries of motorcyclists and their passengers.

### Problem Identified

Increases in motorcycle crashes, fatalities, and suspected serious injuries.

### Countermeasures

[CTW, Chapter 3, Appendix 5 Motorcycle Safety, Section 3.2 Motorcycle Rider Training \\*\\*, Pages 5-20, A5-11, and A5-12.](#)

**Justification:** There is only one Motorcycle Safety Countermeasure with three or more stars. The NHTSA Region 5 office indicated that countermeasure 3.2 is the best fit for this project and that countermeasure linkage is certainly important for the Annual Grant Application (AGA), but options are often limited. The NHTSA Region 5 also indicated the evidence provided to approve the project in the AGA.

[Motorcycle Program Assessment NHTSA-Facilitated, 2016, Section VI Motorcycle Rider Education and Training, Pages 7 and 35:](#)

**Justification:** The OHSP believes they should use grant funds to address the motorcyclist rider training program's areas of greatest need.

[NHTSA Uniform Planning Guidelines For Motorcycle Safety #3, Section XI, Program Evaluation and Data:](#)

**Justification:** The OHSP believes they should encourage, support, and offer training localities in process, impact, and outcome evaluation of local programs, since most fatality decreases have been at managed at the local level.

[Motorcycle Program Assessment NHTSA-Facilitated, 2016, Section 1 Program Management, Pages 6 and 13:](#)

**Justification:** The OHSP believes they should create a five-year, data-driven strategic plan, supported by one-year action plans, to guide the development of a comprehensive motorcycle safety program. Plans should include input from stakeholders in all program areas identified in [NHTSA Program Guideline #3, Motorcycle Safety.](#)

[Motorcycle Program Assessment NHTSA-Facilitated, 2016, Motorcycle Rider Education and Training, Pages 7 and 34:](#)

**Justification:** There is only one Motorcycle Safety countermeasure with three or more stars. The project has successfully shown to reduce the number of unendorsed riders over seven years. The NHTSA Region 5 office indicated that the past evidence has been successful.

### **Data Linkage**

The strategies and countermeasures selected will assist with the performance measure targets in the Motorcycle Safety program area by ensuring that adequate motorcyclist and passenger messaging for safety is available along with basic and advanced motorcyclist rider training opportunities. (See *Paid Media*)

### **Annual Project Selection**

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

### **Considerations**

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

### **[NHTSA Uniform Planning Guidelines For Motorcycle Safety #3:](#)**

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: Each State, in cooperation with its political subdivisions and tribal governments and other parties as appropriate, should develop and implement a comprehensive highway safety program, reflective of State demographics, to achieve a significant reduction in traffic crashes, fatalities, and injuries on public roads. The highway safety program should include a comprehensive motorcycle safety program that aims to reduce motorcycle crashes and related deaths and injuries. Each comprehensive State motorcycle safety program should address the use of helmets (meeting Federal Motor Vehicle Safety Standard 218) and other protective gear, proper licensing, impaired riding, rider training, conspicuity, and motorist awareness. This guideline describes the components that a state motorcycle safety program should include and the criteria that the program components should meet.

### **Performance Measures**

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- C-7 Reduce motorcyclist fatalities
- C-8 Reduce unhelmeted motorcyclist fatalities
- M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists
- M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities
- M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator
- M-4 Reduce crashes involving a motorcycle and another motor vehicle

### **Funding Sources**

- 402 BIL and 402 Supp BIL
- 405(f) BIL and 405(f) Supp BIL

### **Funding Amounts**

The OHSP will commit approximately \$591,000 for FY 2024-2026.

## Occupant Protection

Occupant protection in a vehicle includes seat belts, child restraints, and air bags. These are all factors that keep a vehicle occupant safe in the event of crash, thus preventing fatalities and injuries and reducing injury severity. Every occupant should utilize the proper restraints and safety devices. Continuing education courses in Occupant Protection will assist to safeguard the cost of investment in offering certification trainings and assist to maintain a higher than national average recertification rate percentage. Making recertification efforts a priority in the child passenger safety (CPS) training plan helps maintain the number of technicians offering car seat education services throughout Michigan's 83 counties. Proper installation is key to reducing the risk of injury and fatality to children riding in vehicles. The best way for parents to learn how to use their car seats properly is to consult with a CPS technician. Car seat inspection stations are a proven countermeasure to ensure proper installation. The OHSP is considering developing a new occupant protection program to satisfy the unattended passengers program requirement to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

### Problem Identified

Unrestrained seat belt drivers and occupants, with a special emphasis in all ages of pick-up truck drivers, rear seat unrestrained occupants, and aged 5-8 child restraint misuse occupant crashes, are increasing.

### Countermeasures

[CTW, Chapter 2 Seat Belts and Child Restraints, Section 2.1 Communication and Outreach \\*\\*\\*\\*: Short-Term, High-Visibility Seat Belt Law Enforcement \(HVE\), Pages 2-18-19 or 144-145.](#)

[CTW, Chapter 2 Seat Belts and Child Restraints, Section 7.1 Inspection Stations\\*\\*\\*, Pages 2-41.](#)

**Justification:** The OHSP believes that child inspection stations or fitting stations are a standard countermeasure for evaluating if parents use or misuse their car seats.

[Occupant Protection Program Assessment NHTSA-Facilitated, 2018, Section 5 Occupant Protection for Children, 5c Recommendations, Page 26:](#)

**Justification:** The OHSP desires to assure that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers.

[Occupant Protection Program Assessment NHTSA Facilitated, 2018, Key Recommendations:](#)

**Justification:** The OHSP will focus federal highway safety grant funding to award grants in high-risk locations and to purposefully solicit grant applications from jurisdictions that do not traditionally apply for funding.

[NHTSA Required Annual Seat Belt Direct Observation Survey \(Federal § 23 Part Code of Federal Regulations \(CFR\) 1340\)](#)

**Justification:** This is for the required annual seat belt direct observation survey.

## Data Linkage

The strategies and countermeasures selected will assist with the performance measure targets by ensuring that the Occupant Protection program area offers car seats to low-income families, recertifying the CPS technicians, providing enough CPS technicians in the state, and conducting the annual seat belt direct observation survey to see how enforcement efforts are working. Public messaging assists with getting the word out for non-compliant individuals (See *Paid Media*).

## Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

## [NHTSA Uniform Planning Guidelines For Occupant Protection #20](#)

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: Provide leadership, training and technical assistance to other state agencies and local occupant protection programs and projects; establish and convene an occupant protection advisory task force or coalition to organize and generate broad-based support for programs, the coalition should include agencies and organizations that are representative of the state's demographic composition and critical to the implementation of occupant protection initiatives; integrate occupant protection programs into community/corridor traffic safety and other injury prevention programs; and evaluate the effectiveness of the state's occupant protection program.

## Performance Measure

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-4 Reduce unrestrained passenger vehicle occupant fatalities
- B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants

**Funding Sources**

405(b) BIL and 405(b) Supp BIL

**Funding Amounts**

The OHSP will commit approximately \$2,400,000 for FY 2024-2026.



## Paid Media

Traffic safety messages are most successful when accompanied by public information and enforcement according to the NHTSA. Paid and earned media have a place within the traffic safety community. Paid advertising guarantees messages will be played on stations and programs that appeal to the target audience most likely to drive impaired, speed, or not wear a seat belt. Young men remain the focus of messaging efforts for distracted driving, impaired driving, speed, and seat belt enforcement. Advertising mediums will include radio, television, cable, streaming, and social media outlets. Advertising programming will be selected based on its efficiency and effectiveness. The OHSP is considering developing a new occupant protection program to satisfy the unattended passengers program requirement to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

## Problem Identified

Lack of understanding of traffic safety issues such not wearing a seat belt, impaired driving, distracted driving, speeding, etc.

## Countermeasures

[\*\*CTW, Chapter 2 Seat Belts and Child Restraints, Section 2.1 Communication and Outreach \\*\\*\\*\\*\\*: Short-Term, High-Visibility Seat Belt Law Enforcement \(HVE\), Pages 2-18-19 or 144-145.\*\*](#)

[\*\*Nonmotorized Program Assessment NHTSA-Facilitated, 2018, Section VI Communication Plan, Pages 9 and 35:\*\*](#)

**Justification:** The OHSP was specifically tasked to develop and implement a statewide, branded pedestrian and bicyclist safety campaign that allows for customization to accommodate local needs.

[\*\*Impaired Driving Program Area Assessment NHTSA-Facilitated, 2019, Section 4 Communications Program, Page 72:\*\*](#)

**Justification:** The OHSP will establish media outreach efforts for all OHSP-funded education, enforcement, and training grants.

[\*\*Occupant Protection Program Assessment NHTSA-Facilitated, 2018, Section 4 Communications, Recommendations, Page 24:\*\*](#)

**Justification:** The OHSP will supplement in-house social media with additional current state-of-the-art marketing trend posts for segmented audiences within the 16-35-year-old demographics, with a specific focus on promoting rear seat belt use.

## Data Linkage

The strategies and countermeasures selected will assist with the performance measure targets in *Paid Media* by ensuring that traffic safety messages are clear and easy to understand, used during the National Mobilization efforts and other enforcement times, target the correct audiences across a variety of mediums, are unique and attention catching, and are cost effective and efficient.

## Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

## [NHTSA Uniform Planning Guidelines for Speed Management #19](#)

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: Communication strategies, accompanied by enforcement, can modify driver behavior. Communication programs should be developed to ensure motorist acceptance and to enhance compliance with the introduction of revised speed limits and strict enforcement operations. Communication programs and materials should be cultural relevant and multilingual as appropriate. If the public is not aware of, or does not understand, the potential consequences of speeding to themselves and others, they are unlikely to adjust speeds for traffic and weather conditions, or to comply with posted speed limits. Develop and evaluate culturally relevant public awareness campaigns to educate drivers on the importance of obeying speed limits and the potential consequences of speeding. Identify and collaboratively support efforts of highway safety partners, traffic safety stakeholders and the health and medical communities to include speed management as a priority safety, economic and public health issue. Promote responsible driver behavior and speed compliance in advertising.

## Performance Measures

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-4 Reduce unrestrained passenger vehicle occupant fatalities
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- C-6 Reduce speed involved fatalities
- C-7 Reduce motorcyclist fatalities
- C-8 Reduce unhelmeted motorcyclist fatalities
- C-9 Reduce drivers aged 20 and younger involved in fatal crashes
- C-10 Reduce pedestrian fatalities

C-11 Reduce bicyclist fatalities

B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants

M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists

M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities

M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator

M-4 Reduce crashes involving a motorcycle and another motor vehicle

M-5 Reduce fatal crashes with drivers aged 65 and older

M-6 Reduce number of distracted drivers involved in fatal crashes

**Funding Sources**

402 BIL and 402 Supp BIL

405(b) BIL and 405(b) Supp BIL

405(d) BIL and 405(d) Supp BIL

405(f) BIL and 405(f) Supp BIL

405(h) FAST Act, 405(h) BIL, and 405(h) Supp BIL

**Funding Amounts**

The OHSP will commit approximately \$18,000,000 for FY 2024-2026.

## **Pedestrian and Bicycle Safety**

Pedestrian and bicyclist safety are focused on the non-motorized population who are the most vulnerable roadway users in Michigan. The OHSP is involved in public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of state traffic laws applicable to pedestrian and bicyclist safety, including obeying traffic signals, signs, and markings; giving a minimum of three feet when passing bicyclists on the roadway; using sidewalks when available; and, walking facing traffic as far to the left as possible. The OHSP is engaging law enforcement officials in training and enforcement mobilizations and campaigns on laws applicable to pedestrian and bicyclist safety.

### **Problem Identified**

Increases in pedestrian and bicycle fatalities and suspected serious injuries crashes.

### **Countermeasures**

**[CTW, Chapter 8 Pedestrian Safety, Section 2.2 Children-Safe Routes To School \\*\\*\\*, Pages 8-13-24.](#)**

**Justification:** The OHSP believes that the goal of Safe Routes to School Programs (SRTS) is to increase the amount of walking and bicycling trips to and from school while simultaneously improving safety for children walking or bicycling to school. The SRTS programs are community-based and intended to be comprehensive. Programs educate children, school personnel, parents, community members, and law enforcement about safe walking and bicycling behavior and safe driving behavior around pedestrians and bicyclists.

**[CTW, Chapter 8 Pedestrian Safety, Section 4.4 All Pedestrians Enforcement Strategies\\*\\*\\*, Pages 8-39-41.](#)**

**Justification:** The OHSP believes that the purpose of enforcement strategies is to increase compliance with pedestrian and driver traffic laws that more likely to enhance the safety of the pedestrians where crashes are most likely happening.

**[CTW, Chapter 9 Bicycle Safety, Section 3.1 All Bicyclists Active Lighting and Rider Conspicuity \\*\\*\\*, Pages 9-27-29.](#)**

**Justification:** The OHSP believes that improving bicyclist conspicuity is intended to make bicyclists more visible to drivers and allow the drivers more chances to see and avoid collisions with bicyclists.

**[Pedestrian and Bicycle Safety Program Assessment NHTSA-Facilitated, 2018, Section VI Communication Program, Page 35:](#)**

**Justification:** The OHSP wants to identify and invite cities and villages with yield/stop for pedestrian in crosswalks and/or safe passing ordinances to apply for 405(h) grant funds.

**[Pedestrian and Bicycle Safety Program Assessment NHTSA-Facilitated, 2018, Section Program Management, Pages 8 and 15:](#)**

**Justification:** The OHSP wants to increase the rate at which 405(h) funds are being expended through the provision of proven countermeasures and the identification of funding sources that grantees can use to meet the 20 percent match requirement.

**[Pedestrian and Bicycle Safety Program Assessment NHTSA-Facilitated, 2018, Section IV Law Enforcement, Pages 8 and 27:](#)**

**Justification:** The OHSP wants to emphasize that funds given for pedestrian education and enforcement as is currently given to bicycle education and enforcement.

**[NHTSA Uniform Planning Guidelines for Pedestrians and Bicycles #14, Section 1 Program Management, Page 1:](#)**

**Justification:** The OHSP believes it should have centralized program planning, implementation, and coordination to promote pedestrian and bicycle safety program issues as part of a comprehensive highway safety program. Evaluation should be used to revise existing programs, develop new programs, and determine progress and success of pedestrian and bicycle safety programs.

**Data Linkage**

The strategies and countermeasures selected will assist with the performance measure targets by ensuring that the Pedestrian and Bicycle Safety program area offers training to citizens and law enforcement, provides enforcement and traffic safety messaging (See *Paid Media*), and provide analyses to better inform practitioners on pedestrian and bicyclist behaviors.

**Annual Project Selection**

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

**Considerations**

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

**[NHTSA Uniform Planning Guidelines for Pedestrians and Bicycles #14](#)**

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: Each State should have centralized program planning, implementation, and coordination to promote pedestrian and bicycle safety program issues as part of a comprehensive highway safety program. Evaluation should be used to revise existing programs, develop new programs, and determine progress and success of pedestrian and bicycle safety programs. The State Highway Safety Office should conduct regular problem identification and evaluation activities to determine pedestrian and bicyclist fatality, injury, and crash trends and to provide guidance in development and implementation of countermeasures.

### **Performance Measure**

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-10 Reduce pedestrian fatalities
- C-11 Reduce bicyclist fatalities

### **Funding Sources**

402 BIL

405(h) FAST Act, 405(h) BIL, and 405(h) Supp BIL

405(g) BIL

### **Funding Amounts**

The OHSP will commit approximately \$3,300,000 for FY 2024-2026.

## **Planning and Administration**

Planning and Administration (P&A) costs are direct and indirect costs that are attributable to the management of Michigan’s state highway safety office – OHSP. This includes salaries, related personnel benefits, travel expenses, and rental costs. Federal participation in P&A activities shall not exceed 50 percent of the total cost of such activities and shall not exceed 18 percent of the total 402 funds received.

## **Funding Sources**

402 BIL

## **Funding Amounts**

The OHSP will commit approximately \$2,285,010 for FY 2024-2026.

## Police Traffic Services

The OHSP implements activities in support of national and state highway safety goals to reduce motor vehicle-related fatalities and injuries. The activities include participation in national law enforcement mobilizations, as well as sustained enforcement of statutes addressing impaired driving, speed enforcement, distracted driving, and occupant protection.

### Problem Identified

Increased fatalities and suspected serious injuries, and crashes in speeding, distracted driving, unrestrained, and impaired drivers.

### Countermeasures

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 2.2 Deterrence Enforcement, High-Visibility Saturation Patrols \\*\\*\\*\\*, Pages 1-29. \(NHTSA HVE TOOLKIT\)](#)

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 2.5 Integrated Enforcement\\*\\*\\* Pages 1-35.](#)

**Justification:** The OHSP believes that integrated enforcement is a model that be used to detect impaired drivers when seat belt or speeding enforcement is taking place.

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 7.1 Enforcement Of Drug-Impaired Driving \\*\\*, Page 1-80.](#)

**Justification:** The OHSP believes that Advanced Roadside Impaired Driving Enforcement and Drug Recognition Expert (DRE) training for law enforcement are essential to getting impaired drivers off the roads.

[NHTSA Uniform Planning Guidelines For Traffic Enforcement Services #15, Section II Resource Management, Pages 2-3:](#)

**Justification:** The OHSP wants to encourage law enforcement agencies to develop and maintain a comprehensive resource management plan that identifies and deploys resources necessary to effectively support traffic enforcement services. The resource management plan should include a specific component on traffic enforcement services and safety, integrating traffic enforcement services and safety initiatives into a comprehensive agency enforcement program.

[NHTSA Uniform Planning Guidelines For Traffic Enforcement Services #15, Section III Training, Page 3:](#)

**Justification:** The OHSP wants to offer training that is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources. Law enforcement agencies should periodically assess enforcement activities to determine training needs and to ensure training is endorsed by the state's police officers' standards and training agency.

### Data Linkage

The strategies and countermeasures selected will assist with the performance measure targets by ensuring that the Police Traffic Services program area offers more law enforcement training (See *Impaired Driving*), provides traffic safety messaging (See *Paid Media*), engages with new enforcement partners, provides accurate data, and provides the necessary traffic safety equipment.



## Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

## [NHTSA Uniform Planning Guidelines For Traffic Enforcement Services #15](#)

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: SHSO should encourage law enforcement agencies to develop and maintain a comprehensive resource management plan that identifies and deploys resources necessary to effectively support traffic enforcement services. The resource management plan should include a specific component on traffic enforcement services and safety, integrating traffic enforcement services and safety initiatives into a comprehensive agency enforcement program, etc.” and “Training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources. Law enforcement agencies should periodically assess enforcement activities to determine training needs and to ensure training is endorsed by the state’s police officer’s standards and training agency. Effective training should provide officers the knowledge and skills to act decisively and correctly; increase compliance with agency enforcement goals; assist in meeting priorities; improve compliance with established policies; result in greater productivity and effectiveness; foster cooperation and unity of purpose; help offset liability actions and prevent inappropriate conduct by law enforcement officers; motivate and enhance officer professionalism; and require traffic enforcement knowledge and skills for all recruits. Law enforcement agencies should provide traffic enforcement in-service training to experienced officers; provide specialized in-service training to traffic enforcement officers as appropriate; conduct training to implement specialized traffic enforcement skills, techniques, or programs; train instructors using certified training to increase agency capabilities and to ensure continuity of specialized enforcement skills and techniques.

## Performance Measures

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate I
- C-4 Reduce unrestrained passenger vehicle occupant fatalities

- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- C-6 Reduce speed involved fatalities
- C-7 Reduce motorcyclist fatalities
- C-8 Reduce unhelmeted motorcyclist fatalities
- C-9 Reduce drivers aged 20 and younger involved in fatal crashes
- C-10 Reduce pedestrian fatalities
- C-11 Reduce bicyclist fatalities
- B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants
- M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists
- M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities
- M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator
- M-4 Reduce crashes involving a motorcycle and another motor vehicle
- M-5 Reduce fatal crashes with drivers aged 65 and older
- M-6 Reduce number of distracted drivers involved in fatal crashes

### **Funding Sources**

402 BIL and 402 Supp BIL

### **Funding Amounts**

The OHSP will commit approximately \$15,834,000 for FY 2024-2026.

## Traffic Records

It is essential for stakeholders to submit data on all traffic crashes. This information is important when analyzing problems and constructing solutions to reduce crashes and prevent fatalities and injuries. This data must be complete, timely, and accurate for efficient traffic safety planning in all program areas.

### Problem Identified

Incomplete, not timely, inaccurate, inaccessible, and nonintegrated traffic crash data in Michigan.

### Countermeasures

[\*Traffic Records Program Assessment NHTSA-Facilitated, 2020, Injury Surveillance Recommendations, Page 19:\*](#)

**Justification:** The OHSP wants to improve the data quality control program for the injury surveillance systems to reflect best practices identified with the recent availability of emergency department data.

[\*Traffic Records Program Assessment NHTSA-Facilitated, 2020, Roadway, Pages 16-17:\*](#)

**Justification:** The OHSP wants to improve the applicable guidelines for the roadway data system.

[\*Traffic Records Program Assessment NHTSA-Facilitated, 2020, Crash Summary Recommendations, Page 11:\*](#)

**Justification:** The OHSP wants to improve data accessibility is vital for crash data users. By focusing engineering and law enforcement efforts on locations with the greatest crash risk, traffic fatalities and injuries can be reduced resulting in safer roadways.

[\*Traffic Records Program Assessment NHTSA-Facilitated, 2020, Crash Section, Pages 9-10:\*](#)

**Justification:** The OHSP wants to improve the procedures/process flows for the crash data system.

### Data Linkage

The strategies and countermeasures selected will assist with the performance measure targets by ensuring that the Traffic Records program area will work to make the traffic crash data more timely, more accessible, more complete, more integrated, and more accurate by continuing to invite unrepresented departments to the Traffic Records Coordinating Committee meetings, obtain their data, and make Michigan more Model Minimum Uniform Crash Criteria compliant.

### Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

### NHTSA Uniform Planning Guidelines For Traffic Records #10

Program is in accordance with 23 U.S.C. 402(a)(2) under the following section: A state's traffic records information should be maintained in a form that is of high quality and readily accessible to users throughout the state. Performance-based measures should be quantifiable and should be established for each attribute of each component (e.g., the amount of elapsed time from initial data collection until entry in the traffic records system, the level of accuracy and completeness the data must meet to pass edit and validation checks during data entry, the level of adoption of various standards and guidelines, etc.).

## Performance Measures

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate I
- C-4 Reduce unrestrained passenger vehicle occupant fatalities
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- C-6 Reduce speed involved fatalities
- C-7 Reduce motorcyclist fatalities
- C-8 Reduce unhelmeted motorcyclist fatalities
- C-9 Reduce drivers aged 20 and younger involved in fatal crashes
- C-10 Reduce pedestrian fatalities
- C-11 Reduce bicyclist fatalities
- B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants
- M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists
- M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities
- M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator
- M-4 Reduce crashes involving a motorcycle and another motor vehicle
- M-5 Reduce fatal crashes with drivers aged 65 and older
- M-6 Reduce number of distracted drivers involved in fatal crashes

## Funding Sources

402 BIL and 402 Supp BIL

405(c) FAST Act and 405(c) BIL

## **Funding Amounts**

The OHSP will commit approximately \$6,300,000 for FY 2024-2026.

## Performance Report

Performance Measure:	2023 HSP				
	Target Period	Target Year(s)	Target Value FY23 HSP	*Data Source*/ FY 2023 Progress Results	On Track to Meet FY 2023 Target
C-1) Total Traffic Fatalities	5 year	2017-2021	1,105.6	2022 State	Trending up
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	5,909.2	2022 State	Trending down
C-3a) Fatalities/VMT	5 year	2017-2021	1.136	2022 State	Not Available
C-3b) Rural Fatalities/VMT	5 year	2017-2021	1.22	2022 State	Not Available
C-3c) Urban Fatalities/VMT	5 year	2017-2021	.99	2022 State	Not Available
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2023	201	2022 State	Trending up
C-5) Alcohol-Impaired Driving Fatalities	Annual	2023	223	2022 State	Trending down
C-6) Speeding-Related Fatalities	Annual	2023	202	2022 State	Trending up
C-7) Motorcyclist Fatalities	Annual	2023	149	2022 State	Trending up
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2023	54	2022 State	Trending up
C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes	Annual	2023	132	2022 State	Trending down
C-10) Pedestrian Fatalities	Annual	2023	158	2022 State	Trending up
C-11) Bicyclist Fatalities	Annual	2023	27	2022 State	Trending up
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	93.9	State Survey	Trending down
M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists	Annual	2023	222	2022 State	Trending up
M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities	Annual	2023	47	2022 State	Trending up
M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator	Annual	2023	301	2022 State	Trending down
M-4 Reduce crashes involving a motorcycle and another motor vehicle	Annual	2023	1,396	2022 State	Trending up
M-5 Reduce fatal crashes with drivers aged 65 and older	Annual	2023	259	2022 State	Trending up
M-6 Reduce number of distracted drivers involved in fatal crashes	Annual	2023	76	2022 State	Trending down
A-1 Number of seat belt citations issued during grant-funded enforcement activities	Annual	2023	N/A	2022 State	N/A

A-2 Number of impaired-driving arrests made during grant-funded enforcement activities	Annual	2023	N/A	2022 State	N/A
A-3 Number of speeding citations issued during grant-funded enforcement activities	Annual	2023	N/A	2022 State	N/A

### Performance Report Narrative

The OHSP's FY 2022 Annual Report provides in-depth information for how countermeasure strategies implemented contributed to meeting the state's highway safety performance targets. The full report can be accessed at the following link: [FY 2022 Annual Report](#)

Additionally, the OHSP is on track to meet safety goals and performance targets from the FY 2023 Michigan Highway Safety Plan. The details by program area are noted below:

#### Community Programs Countermeasure Strategies

- OP: Seat Belt Law Enforcement - Short-Term, HVE Seat Belt Enforcement
- AL: Enforcement - HVE Saturation Patrols
- AL: Impaired Driving Program Assessment (NHTSA Facilitated)
- Speed: NHTSA Uniform Planning Guidelines for Speed Management #19

The OHSP is utilizing education publications, hosting a statewide Traffic Safety Summit conference, and focusing on learning more about societal costs of traffic crashes and effects of paid media on messaging.

#### Driver Education Countermeasure Strategies

- Distracted Driving: Communications and Outreach Communications and Outreach on Distracted Driving
- DE: Communications and Outreach - General Communications and Education
- AL: Underage Drinking and Drinking/Driving - Youth Programs
- DE: GDL
- PB: All Pedestrians - Enforcement Strategies
- Other: Research
- Other (Peer-to-Peer Teen Traffic Safety Program Guide)
- DE: Parents-Parent Roles in Teaching and Managing Young Drivers

The OHSP has newly developed a paid media campaign on distracted driving awareness and a mandatory orientation for teen driver training providers in FY 2023. These two new initiatives will make a huge impact on meeting goals and targets.

#### Emergency Medical Services Countermeasure Strategies

- Other: Research

The OHSP is utilizing a U.P. Rural Bystander Care program to train bystanders in first aid to effectively assist the ill and injured.

#### Impaired Driving Countermeasure Strategies

- ID: Drug Recognition Expert Training
- ID: Impaired Driving Program Assessment (NHTSA Facilitated)

- ID: Enforcement - HVE Saturation Patrols
- ID: DWI Courts
- ID: Strategic Highway Safety Plan

The OHSP continues to utilize DRE training, Judicial Training/Outreach/Liaison, and Sobriety/Treatment Court support to improve the impaired driving issue in Michigan. One new initiative in FY 2023 is promoting a drugged driving public information and education campaign.

#### Motorcyclist Safety Countermeasure Strategies

- MC: Motorcycle Program Assessment (NHTSA Facilitated)
- MC: NHTSA Uniform Planning Guidelines for Motorcycle Safety #3
- MC: Motorcycle Rider Licensing and Training - Motorcycle Rider Licensing

For the first time in decades, the OHSP facilitated a RiderCoach Conference in FY 2023. Another new initiative this year is public information and education on safety gear for motorcyclists. The OHSP continues to support additional Michigan RiderCoach professional development, Advanced RiderCourse training, and Range Aides to improved motorcyclists' safety. Public education on unendorsed motorcycle riders and impaired riding prevention.

#### Occupant Protection Countermeasure Strategies

- OP: Communications and Outreach - Strategies for Older Children
- OP: Occupant Protection Program Assessment (NHTSA Facilitated)
- OP: Communications and Outreach - Strategies for Child Restraint and Booster Seat Use
- OP: NHTSA Required Annual Seat Belt Direct Observation Survey

The OHSP continues to support booster seat education, seat belt education, child passenger safety training, and car seat distribution. The annual seat belt and handheld device use survey also plays a significant role in meeting our targets and goals in FY 2023.

#### Pedestrian and Bicyclist Safety Countermeasure Strategies

- PB: NHTSA Uniform Planning Guidelines for Pedestrians and Bicycles #14
- PB: Safe Routes to School
- PB: All Pedestrians - Enforcement Strategies
- PB: Nonmotorized Program Assessment (NHTSA Facilitated)
- PB: All Bicyclists - Active Lighting and Rider Conspicuity

The OHSP continues to support enforcement, the Detroit Safe Routes Ambassador program, and the League of Michigan Bicyclists training/education programs to improve safety for pedestrians and bicyclists. One new initiative in FY 2023 that will help reach goals and targets is the pedestrian and bicyclist adjudication education project.

#### Police Traffic Services Countermeasure Strategies

- OP: Communications and Outreach - Supporting Enforcement
- AL: Prevention, Intervention, Communications, and Outreach - Mass Media Campaigns
- PT: NHTSA Uniform Planning Guidelines for Police Traffic Services #15
- AL: Enforcement - HVE Saturation Patrols
- Speed: Communications and Outreach - Public Information Supporting Speed Enforcement
- Speed: Enforcement - HVE Enforcement



The OHSP continues to support overtime enforcement and paid media during the required federal mobilization periods, as well as elective periods throughout the year based on the community initiatives. One unique project in FY 2023 is to support speed measurement signs for law enforcement agencies conducting speed enforcement.

#### Traffic Records Countermeasure Strategy

- TR: Traffic Records Program Assessment (NHTSA Facilitated)

The OHSP is on track to meeting safety goals and performance targets in part due to leveraging a new partnership with the Center for Shared Solutions to obtain high resolution aerial imagery of 21 counties in the state. This project is critical to timeliness and accuracy for Michigan data as the imagery is available within 2-4 weeks of acquisition versus the previous process of 1-5 years.

# Traffic Records and Information Systems

Home > Divisions > Office of Highway Safety Planning > Governor's Traffic Safety Advisory Commission > Traffic Records and Information Systems

Chair – Sarah Davis  
Michigan Office of Highway Safety Planning  
Contact - Phone: 517-284-3332; Email: [MSP-OHSP@michigan.gov](mailto:MSP-OHSP@michigan.gov)

Alternative Contact - Vacant

**2024 Meetings**  
*Dates and locations subject to change, please contact action team chair for updated meeting dates.*  
Thursday, January 11, Hybrid  
Thursday, April 18, Hybrid  
Thursday, July 11, Hybrid  
Thursday, November 14, Hybrid  
(all meetings begin at 9 a.m. at MSP Headquarters with a virtual Teams option)

**For instructions on how to attend virtually, please contact the Office of Highway Safety Planning at 517-284-3332 or email: [MSP-OHSP@michigan.gov](mailto:MSP-OHSP@michigan.gov).**

**[TRCC Strategic Action Plan and Accomplishments](#)**

**\*For previous meeting minutes, please contact the action team chair.**



A map of Michigan and surrounding regions, including parts of Ohio, Indiana, and Ontario, Canada. The map shows major cities like Detroit, Lansing, Grand Rapids, and Toledo, as well as the Great Lakes. Overlaid on the map is the title text in a dark blue, bold, sans-serif font.

# MICHIGAN TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

## STRATEGIC PLAN

*FY2020-2024*



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# INTRODUCTION

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In Michigan, the traffic data systems that make up a comprehensive traffic records system are in multiple state departments. It is essential, that the operation and management of these systems are coordinated to ensure that the crash data is accessible, timely, accurate, complete, uniform and integrated for all users within the State.

Prior to 1994, coordination of these systems took place through an interagency work group that met every other month. In 1994, this work group was absorbed into the Michigan Traffic Safety Management System becoming the Data Action Team (DAT), one of 13 action teams created within this system. Membership within the DAT expanded to include traffic safety data users from across the state. This expansion changed the role of the DAT from strategic to operational. Recognizing the need to continue coordination of these data systems at a strategic level, an executive level group continued to meet separate from the DAT. These two groups were combined to create Michigan's Traffic Records Coordinating Committee (TRCC). In 2002, the Michigan State Safety Commission and the Michigan Traffic Safety Management System were combined to create the Governors Traffic Safety Advisory Commission (GTSAC). The Traffic Records Coordinating Committee continues to serve as an action team within the GTSAC structure and has responsibility for addressing traffic crash record issues within the state.

In 2019, the Data Users Group was formed and merged with the Executive Level of the TRCC to streamline discussions and planning of future projects.

In Michigan, TRCC membership is made up of any group, agency or individual who has an interest in, and can provide to other members, a perspective needed to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic records. While Memorandum of Understandings (MOUs) exist between member agencies, TRCC membership is voluntary and can be subject to change at any point. The TRCC has no authority to set policy, establish rules, or otherwise impose its authority on any group, agency or individual. Work groups and technical committees are established based on current projects, activities and/or issues at hand. The full TRCC (executive and technical committees) currently meets on a quarterly basis.

Within the TRCC is an Executive Committee that provides leadership to the larger, full TRCC. The Chair of the TRCC is also a member of the Executive Committee and is rotated among the Executive Committee membership on an bi-annual basis. The TRCC keeps the GTSAC apprised of TRCC activity, projects and/or accomplishments through reports at the bi-monthly GTSAC meetings and through an annual accomplishment report. The Executive Committee is comprised of a representative from the Michigan Department of State Police – Criminal Justice Information Center (MSP-CJIC), Michigan Department of State (MDOS), Michigan Department of Transportation (MDOT), Michigan Department of Health and Human Services – EMS Office (MDHHS), Michigan State Courts Administrative Office (SCAO), the Michigan Office of Highway Safety Planning (OHSP), and the Michigan Department of Technology, Management, & Budget (DTMB).

The TRCC Charter can be found in the Appendix Section - Appendix A.

## Traffic Records Assessment

In 2004, 2009, 2014 and again in 2020 the Office of Highway Safety Planning (OHSP) requested the National Highway Traffic Safety Administration (NHTSA) to facilitate a statewide, comprehensive traffic records assessment. NHTSA proceeded to assemble a team of traffic records professionals representing the various disciplines involved in a state traffic records system. Concurrently the OHSP carried out the necessary logistical and administrative steps in preparation for the online assessment via the State Traffic Records Assessment Program (STRAP). A team of professionals with backgrounds and expertise in several component areas of traffic records data systems (crash, driver/vehicle, roadway, enforcement and adjudication, and EMS and trauma data systems) conducted the assessment.

The scope of the traffic records assessment included all the data systems comprising a traffic records system. The purpose of this assessment was to determine whether Michigan's traffic records system can support the means to identify the state's safety problems, to manage the countermeasures applied to reduce or eliminate those problems and to evaluate those programs for their effectiveness.

The 2020 Traffic Records Assessment Executive Summary can be found on page 6.

## Strategic Planning

A comprehensive Traffic Records Strategic Plan should define a system, organization, and process for managing the data and attributes of the roadway, drivers, passengers, and vehicles to achieve the highest level of highway safety by integrating the work of disciplines and agencies involved. **Simply put, a strategic plan identifies where the organization wants to be at some point in the future and how it is going to get there.** The "strategic" part of any planning is the continual attention to current changes in the organization and its external environment, and how this may affect the future of the organization and its established goals.

To manage this complex system and to achieve the level of integration necessary to meet the highest levels of safety, four key assumptions must be understood:

1. An organizational structure exists that will allow for the collaboration of the agencies involved in highway safety.
2. A formal management process is in place that will coordinate the activities of these agencies in a manner that will efficiently achieve the stated goals, mission, and vision.
3. The planning process is at least as important as the planning document(s) itself
4. The planning process is never "done" – it is a continuous cycle

This strategic plan is a multi-year plan which will be updated annually and/or as needed. The strategic plan was developed to address the timeliness, accuracy, completeness, uniformity, integration and accessibility of all traffic related data and systems and to provide the mechanism to ensure the expenditure of safety funds are done so with these elements in mind.

## Vision

All roadway users arrive safely at their destinations.

## Mission

Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash data and systems to enable stakeholders and partners to identify proactive countermeasures to address traffic safety issues.

## Goals

- ❖ Maintain a TRCC composed of members from the traffic safety community whose purpose is to jointly set the direction and future on matters related to Michigan traffic record data systems.
- ❖ Benchmark and measure the timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic data that is needed to identify priorities for national, state and local traffic safety programs.
- ❖ Facilitate and coordinate the integration of systems within the state, such as systems that contain crash related medical and economic data, with traffic crash data.

## Measures of Impact and Evaluation

In developing and implementing emphasis area strategies, the TRCC will determine the level of impact and success of efforts and resources expended to:

- ❖ Secure baseline data from relevant sources to determine the current 'Crash Picture' for the state.
- ❖ Develop and determine priorities and programming based on critical data analysis and potential emerging safety issues.

Develop relevant measures of activity and impact and gather and use such data as the basis for new program development and requests for traffic records funding. An annual report will be prepared to provide information on the status of all funds awarded under Section 405-c including the list of projects implemented in the past fiscal year, brief descriptions of activities completed, and any problems encountered.

## Emphasis Areas

To support the mission, vision and goals of the strategic plan, information was utilized from the 2020 Traffic Records Assessments and through TRCC general and executive level meetings and from other national, state, and local safety partners at various meetings, forums, and conferences. In addition, the generally accepted "E's" of traffic safety (Engineering, Enforcement, Education and Emergency Medical Services) were considered in establishing emphasis areas. This plan outlines the high-level activities and projects that provide a long term (5 year) direction of traffic records data and systems in Michigan in the following areas:

- ❖ Crash
- ❖ Citation/Adjudication
- ❖ Vehicle/Driver
- ❖ Injury Surveillance System Components

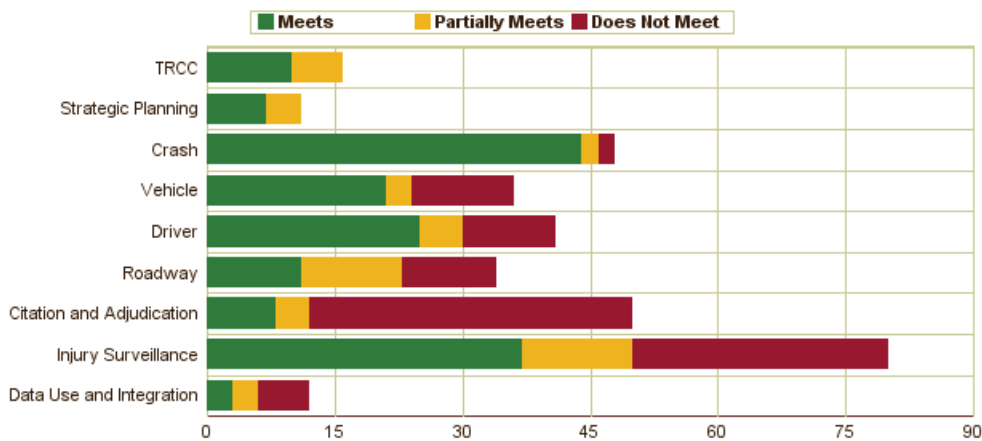
- ❖ Roadway
- ❖ Data Use & Integration
- ❖ TRCC
- ❖ Strategic Planning

## 2020 State of Michigan Traffic Records Assessment- Executive Summary

Out of 328 assessment questions, Michigan met the Advisory ideal for 166 questions (51%), partially met the Advisory ideal for 52 questions (16%) and did not meet the Advisory ideal for 110 questions (34%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, Michigan met the criteria outlined in the Traffic Records Program Assessment Advisory 63% of the time for Traffic Records Coordinating Committee Management, 64% of the time for Strategic Planning, 92% of the time for Crash, 58% of the time for Vehicle, 61% of the time for Driver, 32% of the time for Roadway, 16% of the time for Citation and Adjudication, 46% of the time for EMS / Injury Surveillance, and 25% of the time for Data Use and Integration.

**Figure 1: Rating Distribution by Module**



### Recommendations & Considerations

According to 23 CFR Part §1300.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

*“(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation.”*

The following section provides Michigan with the traffic records assessment recommendations and



associated considerations detailed by the assessors. The broad recommendations provide Michigan flexibility in addressing them in an appropriate manner for your State goals and constraints. Considerations are more detailed, actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams (GO Teams are small groups of one to three subject matter experts designed to help States address traffic records issues ranging from pinpoint assistance with a single database to broader assistance with Traffic Records Coordinating Committee (TRCC) management, strategic planning, and data integration), Crash Data Improvement Program (CDIP), and Model Minimum Uniform Crash Criteria Mappings (MMUCC) are available for targeted technical assistance and training.

### Crash Recommendations

**Assessment Recommendation:** Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** The crash data system currently interfaces with the driver, vehicle, and roadway system. In 2020 the crash system started sharing their data file with the Michigan Trauma and Injury system. Objectives will continue to be researched to explore potential methods to build interfaces with citation, adjudication and trauma systems and improve existing interfaces.

The interface with the Michigan Trauma and Injury System is a newer project and no reports have been established yet. MSP/CJIC will be working towards establishing reports to share the benefits of this interface with the TRCC.

**Assessment Recommendation:** Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** Michigan Crash Analysis Application – Phase III is a multi-year project that implemented a Crash Analysis Application that provides the ability to quickly analyze crash statistics and generate shareable reports, charts and graphs. Please see page 50 for detailed information on this project for FY22.

### Vehicle Recommendations

**Assessment Recommendation:** Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** MDOS has implemented the Customer and Automotive Records System (CARS) since the previous assessment has added more functionality desired in the Advisory. Performance measures for improving vehicle data quality are future goals for TRCC and will be explored as the system develops.

**Assessment Recommendation:** Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** There is no interface with other traffic record systems such as the driver or crash databases and the data conventions for capturing personal identity information for these systems appears to be different. However, it was reported that a unified record system is in the process of development to combine vehicle and driver records. TRCC will explore methods to improve the interfaces for the vehicle system.

### Driver Recommendations

**Assessment Recommendation:** Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** The Michigan Department of State is generating more timely and complete error reports to the courts for resolution. Also enhanced training is being done with courts to promote more accurate and timely submission of data. MDOS is currently in Phase 2 of the project, State to State Staffing. This project promotes traffic safety by ensuring unsafe drivers are taken off of road faster and ensuring consistent enforcement for driving offenses. FY22 is the final phase of this project. Discussions will continue with MDOT for future projects. Please see page 46 for more detailed information on this project for FY22.

**Assessment Recommendation:** Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** MDOS can grant law enforcement access to the driver records through the Law Enforcement Information Network. The other piece related to inter-operability of the citation interface is addressed in recommendation #1 in "Citation".

### Roadway Recommendations

**Assessment Recommendation:** Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** The MDOT ESRI Roads & Highways software package went live Oct 10, 2018. Work continues in configuring the software and integrating the MDOT road data with the Center for Shared Solutions (CSS) Michigan Geographic Framework (MGF). CSS delivers the electronic road system used by MDOT and MSP for crash location and analysis.

Through a series of meetings with vendors ESRI, CSS, and Roadsoft, The ESRI design recommendation was reduced to three high level recommendations. ESRI worked with MDOT, CSS, and Roadsoft to script models to produce a centerline and migration outputs from R&H. The models export was used to load most of the existing MIRE FDE items into Roadsoft version 20.

We have made progress with MIRE FDE data collection, with 15% of our non-state owned local paved roads collected. MDOT began a new grant, Deriving Missing Model Inventory of Roadway Elements (MIRE) Surface Type from Imagery Phase I in April 2022. This project strives to complete the surface type require for the MIRE Federal Data Elements (FDE) in the MDOT roadway database. Phase II of the project will continue into FY23. Detailed information about FY22 can be found on page 54 and FY23 on page 63.

**Assessment Recommendation:** Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** The MDOT ESRI Roads & Highways software package went live Oct 10, 2018. Work continues in configuring the software. Road alignments and many attribute edits are now being done by MDOT for the final CSS delivery. Bringing this work item back to MDOT allows for the

completion of Act 51 changes to be incorporated into the annual centerline version releases.

MDOT recently completed the 2020 Traffic Records Assessment (TRA) report. This report documented the updated quality control measures the department is implementing, such as regularly running data validation reports and maintaining good channels of communication between various data management areas within the department and state government.

Discussions with the MDOT Data Inventory and Integration Division management, (business owners of MDOT R&H) expressed a willingness to consider roadway metrics in future discussions with TRCC.

### Citation / Adjudication Recommendations

**Assessment Recommendation:** Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** For citations, there is no statewide tracking system or data dictionary. Therefore, not all fields are clearly defined and represented in field data collection manual, training materials, coding manuals and corresponding reports. There is no indication about what data fields are populated through integration with other traffic records system components.

For Case Management Systems, only one data dictionary of the 7 case management systems partially defines the fields in the system and does not identify the data elements populated by data integration.

TRCC will begin reviewing the citation system's adherence to national guidelines. Recommendations will be made for improvements to applicable sections.

**Assessment Recommendation:** Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** There is no set of established performance measures for the timeliness, accuracy, completeness, uniformity, integration and accessibility for both citation and adjudication systems. The TRCC will create an action plan that will detail the steps necessary to establish and implement performance measures as outlined and required in the Traffic Records Program Assessment Advisory. Performance measures for improving citation data quality are future goals for TRCC and will be explored as the system develops.

**Assessment Recommendation:** Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** During the 2020 traffic records assessment, the citation and adjudication section had many of its questions assigned to incorrect respondents. Citation and adjudication data are part of a process that starts with the development of paper citations or an electronic citation program and citation numbers. Law enforcement officers are assigned the paper citation or electronic numbers and issue citations to the public, then forward the citation to their own managers, and to the adjudicators within their jurisdictions. The prosecutors review the citations and determine whether to file the case, or to dismiss or defer. Judges determine a disposition, which is then sent to the driver history file. This involves several State agencies, and these should work in concert on the collection and use of this data.

The TRCC will explore methods to improve the interfaces for the citation system. A demonstration was given to the TRCC by Indiana's eCitation system, this has laid a groundwork for discussion, and given an opportunity for mentoring via another State in our Region. The TRCC continues to work to gain participation from SCAO.

### EMS / Injury Surveillance Recommendations

**Assessment Recommendation:** Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Michigan TRCC Response:** The EMS data system, Michigan EMS Information System (MI-EMSIS), has established 12 performance measures and metrics within the following attributes: accuracy, completeness, timeliness, and uniformity, that are tracked in a monthly progress report.

Each Medical Control Authority (MCA) within the EMS system conducts quality control reviews of the above performance measures.

The TRCC approved a four-year project with MDHHS, Improving Quality of Crash Severity and Injury Assessment within Michigan EMS Information System (MI-EMSIS). We are currently in Phase II of the project, that is planned to continue into FY23 and FY24. A full-time data analyst has been hired to utilize the MI-EMSIS as well as Biospatial to identify gaps in documentation related specifically to motor vehicle crashes. For more detailed information please see page 47 for FY22 and page 59 for FY23.

### Data Use and Integration Recommendations

**Assessment Recommendation:** None.

**Michigan TRCC Response:** The TRCC will continue discussions to move forward with data integration.

# CRASH

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## Description

The Traffic Crash Reporting Unit (TCRU) is responsible for the complete, accurate, and timely collection of statewide traffic crash data. The TCRU maintains the Traffic Crash Reporting System (TCRS) database that serves as the central repository for all traffic crash data for the State of Michigan. By law, and in accordance with Michigan Motor Vehicle Code Section 257.622, all law enforcement agencies are required to submit qualifying crash reports to the MSP.

The Unit receives and processes approximately 315,000 crashes annually. The data collected from the crash reports is used extensively by federal, state, and local traffic safety partners to identify traffic safety problems and to support the state's efforts to reduce crashes, fatalities, and injuries. Michigan has established integration between its crash system and other State traffic records systems to improve the quality and accuracy of traffic safety information.

Michigan has met the advisory standards for NHTSA'S crash system performance measures which can serve as a model for other States. When compared to the federal reporting guidelines in NHTSA's Traffic Records Advisory, Michigan has one of the best performing crash systems in the nation. Several states have requested meetings with Michigan to inquire about how we established the crash system processing. In addition, Michigan has implemented one of the nation's most comprehensive quality control programs, addressing the most critical traffic safety issues.

In 2016, Michigan underwent a revision of the State of Michigan Traffic Crash Report. Michigan's team utilized the Model Minimum Uniform Crash Criteria (MMUCC) and American National Standard Institute (ANSI) D-16 as part of their compliance process to ensure adherence to federal crash reporting standards.

Michigan is now receiving nearly 100% of the crash data electronically and established a statewide electronic reporting requirement as of January 1, 2020. Michigan continues to work with the six remaining paper agencies to comply with electronic reporting.

<b>Quick Michigan Crash Stats</b>				
	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Fatalities*	1,028	974	985	1,083
Speed-Involved Fatalities**	236	240	237	274
Pedestrian Fatalities*	158	145	149	175
Bicyclist Fatalities*	21	21	21	38
Motorcyclist Operator Fatalities*	124	121	114	145
Unrestrained Passenger Vehicle Fatalities***	206	192	217	228
Young Driver-Involved (Age 15-20) Fatalities***	135	108	129	133
Senior Driver-Involved (Age 65+) Fatalities***	224	235	227	219
Distracted Driving Fatalities*	72	77	70	52

\* Source: Traffic Crash Reporting System (TCRS)

\*\* Source: Fatality Analysis Reporting System (FARS)

\*\*\* Source: Michigan Traffic Crash Facts Website – Fact Sheets

## Performance Measures

Note: \*\*\* Measures are gauged by calendar year, not fiscal year

Performance Attribute	Performance Measure	Baseline Measure	FY 2018 (10-1-2017 to 09-30-2018)	FY 2019 (10-1-2018 to 09-30-2019)	FY 2020 (10-1-2019 to 09-30-2020)	FY 2021 (10-1-2020 to 09-30-2021)	Goal
Timeliness	# days from the crash date to entry into TCRS database (electronic and paper)	103 days (2003)	12.97	12.41	12.93 (Manual Paper Entry)	11.51	Michigan will improve to 11 days for 2022.
	% records entered into the system within 30 days of the crash	79% (2009)	95%	95%	94%	95%	Michigan will improve to 96% for 2022.
	% records entered into the system within 15 days of the crash	63% (2017)	65%	66%	67%	67%	Michigan will improve to 68% for 2022.
	% records entered into the system within 7 days of the crash	52% (2017)	53%	54%	54%	54%	Michigan will improve to 55% for 2022.
Accuracy	# of data performance edit errors per crash record	0.14 (2016)	0.05	0.03	0.01	0.01	Michigan will remain at .01 data edit errors per crash for 2022.
	% of crash records with no errors in critical data elements.	93% (2017)	95%	96%	95%	96%	Michigan will improve to 97% for 2022.
	% of crash records with 2 or more uncorrected "serious, non-fatal" (Severe) errors	7% (2016)	0%	0%	0%	0%	Michigan will remain at 0% for 2022.
	% of crash records with 5 or more uncorrected "minor" errors	45% (2016)	25%	3%	1%	5%	Michigan will remain at 5% or less for 2022.
Completeness	% of crash records with no missing critical data elements	56% (2016)	95%	96%	96%	92%	Michigan will improve to 94% for 2022.
	% of unknowns or blanks in critical data elements	Crash - 13% (2017) Unit - 6% Party - 23% Party (Driver Cond) - 8% CMV - 6%	Crash - 11% Unit - 6% Party - 22% Party (Driver Cond) - 9% CMV - 5%	Crash - 11% Unit - 6% Party - 22% Party (Driver Cond) - 9% CMV - 6%	Crash - 12% Unit - 7% Party - 24% Party (Driver Cond) - 9% CMV - 6%	Crash - 13% Unit - 7% Party - 25% Party (Driver Cond) - 9% CMV - 6%	Michigan will improve to the following percentages for 2022: Crash - 10% Unit - 6% Party - 21% Party (Driver Cond) - 8% CMV - 5%
Uniformity	% compliance with MMUCC guidelines	85% (2008)					The uniformity measure will be addressed with the next MMUCC edition.
Integration	% of in-state DLN's linked to MDOS driver file	97% (2015)	97%	97%	96%	96%	Michigan will improve to 97% for 2022.
	% of in-state VIN's linked to MDOS vehicle file	97% (2017)	98%	99%	98%	98%	Michigan will improve to 99% for 2022.
Accessibility	Principal Data Users (MDOT, UMTRI, SEMCOG, TIA, Wayne State University, WMU, MSU)	96% (2020)		Survey Questions: *How easily are you able to obtain crash data or other services requested from the TCRU? *Your satisfaction with the timeliness of the TCRU's response to your request?	Survey sent to OHSP, MSP, MDOT, UMTRI, SEMCOG, TIA, and MDOS users in early 2020. <b>Most recent results compiled on 1-23-2020:</b> -16 users were surveyed, with 12 responding for a total of 24 questions. -96% of the users were satisfied with both areas. One response suggested an area for improvement with the release of year-end data.		Michigan will improve to 97% for 2022.  The TCRU receives immediate response from users after Mi-CAT trainings that are put on by Numetric.  Accessibility to be surveyed again after more users are on Mi-CAT after the TCRS website is shut down.

## TRCC Funded Projects

### State of Michigan Traffic Crash Report Form Training Support

The State of Michigan Traffic Crash Report Trainer is also the instructor and subject matter expert for the Crash Location Improvement Project (CLIP). The trainer provides free training on the CLIP tool to local agencies that utilize the vendor that created CLIP. Today, statewide agency CLIP participation is at fifty (50%).

### Michigan Crash Analysis Tool

The CJIC, TCRU has a nationally recognized crash database and processes, however, the TCRU has no way to easily process crash data requests. Currently requesting crash data is difficult and time-consuming.

The Michigan Crash Analysis Tool will dramatically reduce the wait time caused by the bottleneck that holds up data requests and will allow for more dynamic querying of data.

An additional piece was added to Mi-CAT in March 2022, called Network Screening. This new feature will allow for the ranking of road segments and intersections. Crash locations can be filtered using geo-boundaries, age ranges, countermeasures and many other crash attributes already available in Mi-CAT.

In total, the Michigan TRCC approved \$345,000 for the original Mi-CAT project, plus an additional \$132,300 for the Network Screening application.

## General Funding Information

The MSP/CJIC funds a State of Michigan Traffic Crash Report Trainer position. The State of Michigan Traffic Crash Report Trainer provides training on the crash report form, in various mediums, to law enforcement agencies, regional police academies, and traffic safety professionals. In addition, this trainer works with the electronic crash analyst, quality control analyst, and the crash specialist to identify reporting problems and possible misinterpretations of data fields and attributes on the State of Michigan Traffic Crash Report form. Specialized and specific trainings are offered to police agencies where there may be a concern with data quality.

The MSP/CJIC shares data on a regular basis with the Michigan Department of Health and Human Services (MDHHS) and Bureau of Emergency Medical Services, Trauma, and Preparedness section to integrate with their datasets. The MSP/CJIC also processes many crash data requests for MSP, local law enforcement agencies, media, universities, and the public to name a few. The MSP/CJIC has proactively implemented a robust quality control program to ensure the crash data is as accurate as possible.

State of Michigan federal trunkline funds are used to support the entire TCRU, which consists of 10 positions, as well as all costs associated with managing the traffic crash database.



## FY 2021 Accomplishments

Statewide crash report timeliness decreased to 11.51 days in FY2021 from 12.93 in FY2020.

The State of Michigan Traffic Crash Report Trainer conducted 75 trainings for 1,467 attendees from 159 agencies. The trainings were conducted for the recruit school academies, law enforcement agencies, regional police academies, traffic safety and vehicle engineers. Even with the COVID-19 pandemic and shutdown the State of Michigan Traffic Crash Report Trainer conducted 25 more classes than the goal, thereby training an additional 267 officers and recruits while still providing an additional 570 officers with training supplies and materials. Presentations were also made to the following groups:

- Pedestrian and bicycle safety education trainings.
- Capital Area Traffic Safety Network Distracted Driving Action Team.

Other significant activities completed by the State of Michigan Traffic Crash Report Trainer were:

- Updated UD-10 Traffic Crash Report User Guide.
- Published the Traffic Crash Advisory to the [www.michigan.gov/crash](http://www.michigan.gov/crash) website.
- Created IyeTek Instruction, FARS, and Autonomous Vehicle Guides

The Michigan Crash Analysis Tool is a traffic safety analysis and visualization solution provided by the Michigan State Police, Criminal Justice Information Center for state and local agencies to perform crash analysis in their respective areas. The tool has made a significant impact thus far, providing crash statistics in a timelier manner, increasing the unit's efficiency to respond to data requests. An example of improved response time is creating the statistics for Traffic Safety Network group meetings. This effort previously took approximately three hours to compile the data but using the Michigan Crash Analysis Tool reduced the time to approximately a half hour.

## Crash Unit Contact

Amanda Heinze, Michigan State Police, Criminal Justice Information Center

# VEHICLE

## Description

The State of Michigan vehicle titling, and registration program is administered by the Michigan Department of State (MDOS). All vehicle registration and title records are contained in a single database under the custodial authority of the Michigan Department of Management and Budget (MDTMB). The legacy Michigan vehicle title and registration system were replaced with the Customer and Automotive Records System (CARS) since the last Traffic Records Assessment. CARS is a real time data entry and processing system that incorporates data entry validation through field and logical edits. Additionally, CARS queries outside databases to confirm Vehicle Identification Number (VIN) information and obtain vehicle title information through National Motor Vehicle Title Information System (NMVTIS). CARS is supported by documented data elements and data structures in a comprehensive data dictionary while processing sequences are documented in training manuals for all vehicle title and registration transactions.

CARS is further supported by technical system workflow documentation, but no routine and alternative operational processing workflow documentation exists. Additional programs supporting CARS include: a program for making data corrections by internal quality assurance staff; a program for receiving user feedback to identify problems and receive ideas for system improvement; a program for detecting high frequency errors to identify issues; a program of audits; and an evaluation program for long term trend analyses.

Michigan vehicle registration and title documents contain barcoded information allowing for rapid data collection by law enforcement equipped with bar code reading technology. Additionally, vehicle records for vehicles reported stolen to law enforcement are flagged within the CARS.

<b>Quick Stats for the Vehicle System</b> <small>(source: summary of fees collected 25683 7 208911 7.pdf)</small>				
	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Vehicle Registrations Issued	8,667,654	8,623,658	9,178,783	9,137,484
Title's Issued in Michigan's 83 Counties	1,722,039	1,606,719	1,611,591	1,343,569

## Performance Measures

The Traffic Records Coordinating Committee (TRCC) will continue working with the Michigan Department of State (MDOS) to set performance measures that can be shared with the team.

## TRCC Funded Projects

The Michigan TRCC is not currently funding any projects for the Vehicle System.

## General Funding Information

The Customer and Automotive Records System (CARS) is maintained and staffed by the Michigan Department of State (MDOS).

## FY 2020 Accomplishments

- Michigan is now a 'real-time' NMVTIS participating state with Customer and Automotive Records System (CARS) implementation. Previously Michigan was a batch participating state.
- Worked with American Association of Motor Vehicle Administrators (AAMVA) on Michigan's continuous use of NMVTIS State Web Interface after real-time implementation, which helped to verify and resolve out-of-state title transactions and improved timeliness of verification turn-around.
- Prior to the implementation of CARS, local Secretary of State branches had to manually verify all foreign titles utilizing the NMVTIS website. If a discrepancy were found between the NMVTIS database and the foreign title presented; a request would be submitted to the NMVTIS helpdesk for further research and validation of the foreign title. Michigan would send a nightly batch file to AAMVA to ensure that the NMVTIS database would have the most up to date title record. With the implementation of CARS, Michigan now has a real-time interface with AAMVA web servers to verifies title activities. The real-time implementation resulted in the help desk receiving more review cases, telephone calls and emails because all vehicle title activities are verified. The verification of titles with other states ensures only one title is issued per vehicle, reducing the chance and opportunity for fraud or error.

## Vehicle Unit Contact

Keitha Cameron, Michigan Department of State

# DRIVER

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## Description

The Michigan Department of State (MDOS) has custodial responsibility for the Michigan driver data system, which resides in a single location and includes records pertaining to all drivers in the State, including commercially licensed drivers.

The State has well-established 3-level Graduated Driver License (GDL) program for novice drivers and motorcycle safety program for motorcycle riders. Michigan tracks and maintains relevant information related to these two programs. Also, the State maintains the Basic Driver Improvement Course (BDIC) dataset that contains detailed information regarding BDIC course completions and associated traffic violations. At the present time, the State only captures and saves the last three issuance dates for all permits, licenses, and endorsements. However, Michigan is in the process of updating its driver data system, which will allow to retain all information pertaining to driver license issuance, including the dates of original issuance.

The driver data system interacts with the National Driver Register's Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS). The contents of the driver system are documented in the MDOS Driver Database Field Description Guide with definitions for each data field and detailed information on valid data field values. The MDOS Driver Database Field Description Guide is updated as needed and in accordance with federal and State legal requirements.

The State maintains appropriate documentation related to procedures for driver license, permits, and endorsements issuance. These procedures are specified in the Driver License Manual. In addition, the State has the Standard Actions Manual and the Court Procedures Manual, that document procedures regarding driver license actions, reporting and recording of conviction information, and other information relevant to the driver system. There are several data process flow diagrams comprising of information related to key data process flows and inputs from other data systems, as well as interactions with other data systems. Michigan has established process documentation with rules to purge data from the driver data system.

Michigan has established comprehensive procedures to detect false identity licensure fraud for both commercial and non-commercial drivers. The State provides the driver history record information to another State upon request. For commercial drivers, this is accomplished through CDLIS, and for noncommercial drivers, the driver history information is provided electronically or manually. The same methods are used to obtain the previous driver history information from other States. Michigan does not use facial recognition software prior to issuing driver license. However, the State may exchange driver photos with other State upon request and if such request meets Michigan's legal requirements. Michigan has established the Security Awareness Training Standard to ensure appropriate system and information security. This standard applies to all information systems in the State.

The State does not impose administrative license suspension based on a DUI arrest. Also, a separate DUI tracking system is not established. However, the State has established protocols for reporting different DUI-related data to MDOS, such as DUI conviction data from the courts or data on drivers in crashes involving alcohol. There is an interface link between the State's driver data system and the

PDPS, the CDLIS, the Social Security Online Verification (SSOLV), and the Systematic Alien Verification for Entitlements (SAVE). Access to the Michigan driver data system cannot be granted to authorized law enforcement agencies, except for limited and approval-based access through the Michigan Law Enforcement Network (LEIN) system. Michigan court personnel can be granted access to the driver data system through different methods, including via the MDOS Direct Access.

Michigan has well established data monitoring procedures to detect and correct errors. For example, the State performs random audits, uses the error reports for the conviction data submitted by the courts, detects keying errors, etc. The State performs annual reviews of their conviction data, evaluates error rates, identifies trends, and detects potential anomalies in these data. Data quality feedback from key users is communicated to data managers. The State also has well established timeliness performance measure. Specifically, Michigan maintains a report that shows the number and the percentage of the conviction abstracts that are received by the MDOS within 10 days from the conviction date. This report is produced on monthly basis and shows this information for each court in the State.

Quick Stats for the Driver System				
	2017	2018	2019	2020
Total licensed Michigan drivers (source DM/9005 report)	9,543,106	9,604,064	9,834,658	9,567,768
Court convictions (source DR5315 report)	736,146	709,111	680,131	561,199

### Performance Measures

#### CDLIS Timeliness of Convictions Sent Electronically (49 CFR 384.209)

SOC	Overall, 2018 (Baseline)		
	# Sent Successfully	# Sent within 10 days	% Sent within 10 days
MI	2,130	2,059	96.67%

October 2019 - September 2020			
	# Sent Successfully	# Sent within 10 days	% Sent within 10 days
MI	1,258	1,144	90.94%

September 2020					
# Sent Successfully	# Sent within 10 days	% Sent within 10 days		Average # of Days to Send	Median # of Days to Send
154	136	88.31%		7	5

## TRCC Funded Projects

### State to State (S2S) Staffing Phase I

Michigan currently has multiple individuals on the driver database under similar names, and receives driving histories for others with similar names, yet the records are not linked. Licenses are issued by other states and conversely by Michigan, without knowing an individual has adverse items on their driving record and should not be driving. This impacts traffic safety for others on the roads. These multiple records have been found through a regular review of Michigan records and through other state’s contact with Michigan. The depth of the issue has been determined through observation of other states who have already implemented S2S.

The 2015 assessment of Michigan’s Traffic records systems included the recommendations that Michigan “improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.”

Specifically, Assessors rated Michigan as not having met the Advisory ideal for Questions 120, 121, 122, and 123, which describe the ideal capabilities of the capturing the driver history in the driver database. This project seeks to address this recommendation by enhancing Michigan’s ability to “maintain driver identities, histories, and licensing information for all records in the system” and align with the following excerpt from the Traffic Records Advisory: “Ideally, the driver system maintains information on all out-of-State or unlicensed drivers convicted of traffic violations within the State’s boundaries. At a minimum, the driver system maintains driver identities, histories, and licensing information for all records in the system”.

Implementation of the S2S system will allow for the capture and consolidation or removal of these multiple records and will help other state’s cleanse their driving records to allow for better traffic safety efforts by all jurisdictions.

This project will also help Michigan address the 2015 TR Assessment recommendation for Michigan to “Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory”. Specifically, the Advisory notes that “Data quality plays an important role in any data integration effort. If the data is to be linked is not accurate and complete the resulting integrated dataset is always limited by the quality of the data in each of the source data sets”.

Year one is the initial clean-up of the Michigan database. Year two is the efforts to cleanse records from other states that are already on the S2S system. Year 3 efforts will cleanse data as new states come on board. It is recognized that this requires considerable manual effort to keep the system in sync with the records that are being received and sent.

In total, the Michigan TRCC approved \$664,441 405(c) funding for this project.

### General Funding Information

MDOS successfully wrote and received grants to help with different upcoming projects.

- FMCSA provided a grant to allow DRPS and Driver Programs and Testing Section to hire two limited-term analysts to provide expertise in upcoming CDL -related projects.
- FMCSA also awarded (in August 2020) a CDL grant to allow the Office of Hearings and Administrative Oversight to hire a limited term attorney to assist in communications and training for courts and prosecutors related to CDL issues.

### FY 2021 Accomplishments

The project of adding temporary staff to help verify and clean up impacted driving records has had a positive impact on the MI jurisdiction. Potential duplicate records that were held in Michigan and other states have been reduced and eliminated. Reducing and eliminating duplicate records made it easier to identify records that were in multiple names and combine them into one record, allowing proper sanctions to be made against the individual. This impacts the state by helping to reduce the number of unsafe drivers on the roads and provide for a safer travelling environment. It is still too early in the process to identify precise volumes of drivers impacted, but we know that there are multiple thousands of potential matches in Michigan that are being worked through and processed. This all serves to improve traffic safety.

### Driver Unit Contact

John Harris, Michigan Department of State



# ROADWAY

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## Description

The State of Michigan has over 120,000 miles of paved roads. The State uses ESRI Roads and Highways (R&H) as its linear referencing system for locating safety data. This includes the crash, roadway, and traffic data. The program is a web-based program which allows multiple agencies easy access to the LRS so data can be uniformly located. Through the software program Roadsoft, Michigan has an enterprise level crash reporting tool. Crash data is available for the public to use on a public website.

Michigan has most of the MIRE FDE's in their data dictionary, currently 22 with an additional 12 planned to be included by May 2020. All roadways have a unique ID, classification, beginning and ending points. Intersection and ramps have unique ID's as well as length information for the ramps. Other data elements can also be found in this dictionary or in various other data dictionaries. Local entities use the software Roadsoft to collect their roadway data. Currently the State is working on changes to the software to incorporate more elements of the MIRE FDE's. Updates are done through excel files provided by the Roads and Highways vendor. These documents are modified when data elements are added or deleted from the database.

Michigan Department of Transportation (MDOT) and the State of Michigan's Center for Shared Solutions (CSS) have a partnership where CSS maintains the Michigan Geographic Framework (MGF). RoadSoft users, Act 51, and community partnerships as well as crash location identification help identify roads that need to be added or removed from the MGF. CSS makes the changes within the Michigan Geographic Framework Editing Environment (MGFEE). These updates are audited to ensure accuracy. ESRI Workflow Manager is used to ensure the process is repeatable and to show the flow of information. Manuals such as the Pavement Surface Evaluation and Rating (PASER) manual are provided to guide locale entities on the collection and management of the data. The State also uses the Highway Performance Monitoring System (HPMS) Field Manual as a guideline for data collection.

Roads and Highways uses a physical reference value that connects the State's discrete roadway information systems. Location coding methodologies for all the State roadway information systems are compatible and can use Lat-Long to convert to the LRS. The MGF is available to anyone for download and allows for linkage of information to it, however locals do not interact with the State's enterprise roadway information systems.

No real data performance measures have been established for the State. There are requirements that they strive to meet such as deadlines, but these are not performance measures. They do have spreadsheets that could help with the development of performance measures such as those included in the integration question.

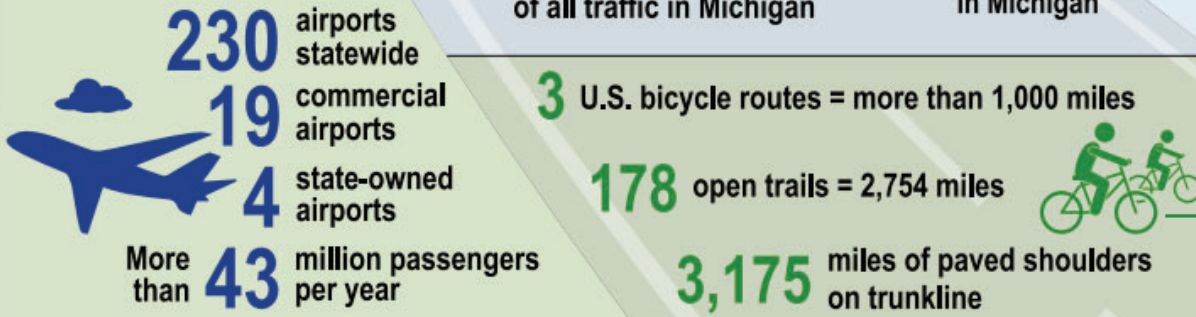
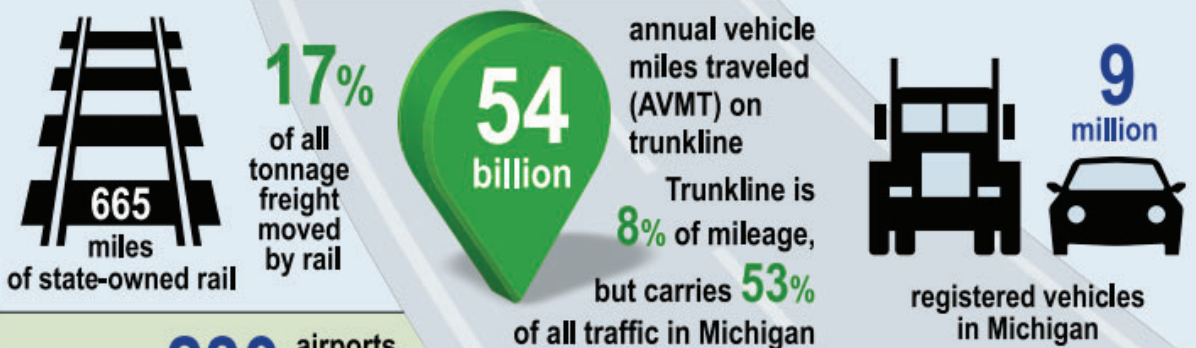
Quality checks are done through existing rules for managing the MFG revisions, but no reports are created. Error and edit checking are done through Roads and Highways Data Reviewer. Data collectors receive TAMC training for RoadSoft and are provided quality control information during this training.



MICHIGAN DEPARTMENT OF TRANSPORTATION

# Fast Facts 2021

MDOT is responsible for all trunkline (M, US, I routes) throughout the state. This includes highways, railroads, pedestrian bridges, and all adjacent infrastructure (i.e., carpool lots, rest areas, noise barriers).



MDOT also provides financial and/or technical assistance for portions of the transportation system owned and operated by others, including local transit systems, airports, intercity bus, trails, etc.

### Performance Measures

MIRE FDEs	Non Local Paved Roads - Segment		Non Local Paved Roads - Intersection		Non Local Paved - Interchange/Ramp		Local Paved Roads		Unpaved Roads	
	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned
<b>ROADWAY SEGMENT</b>										
Segment Identifier (12)	100	100					100	100	100	100
Route Number (8)	100	0								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100 derived	100 derived								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	15		
Begin Point Segment Descriptor (10)	100	100					100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST
End Point Segment Descriptor (11)	100	100					100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST
Segment Length (13)	100	100								
Direction of Inventory (18)	100 derived	0								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	80 (undivided)	95 (undivided)								
Access Control (22)	20 derived	0								
One/Two Way Operations (91)	95	10								
Number of Through Lanes (31)	100 derived	80					100	0		
Average Annual Daily Traffic (79)	100	95					100 est	0 actual		
AADT Year (80)	100	95								
Type of Governmental Ownership (4)	100	100					100	100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST
<b>INTERSECTION</b>										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			100	100						
Intersection/Junction Geometry (126)			100 derived	100 derived						
Intersection/Junction Traffic Control (131)			95 derived	0						
AADT for Each Intersecting Road (79)			100 state & local est	100 state & local est						
Unique Approach Identifier (139)			100 derived	100 derived						
<b>INTERCHANGE/RAMP</b>										
Unique Interchange Identifier (178)					100	NA				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	NA				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	NA				
Ramp Length (187)					100	NA				
Roadway Type at Beginning of Ramp Terminal (195)					100	NA				
Roadway Type at End Ramp Terminal (199)					100 Derived	NA				
Interchange Type (182)					100	NA				
Ramp AADT (191)					98	NA				
Year of Ramp AADT (192)					98	NA				
Functional Class (19)					100	NA				
Type of Governmental Ownership (4)					100	NA				
Totals (Average Percent Complete)	99.62	73.75	100.00	75.00	99.60	N/A	N/A	N/A	N/A	N/A
Modification to Roadsoft to accommodate MIRE FDE										
"Derived" data base requires processes to extract in MIRE FDE format										
"100 of roads/ 0 ST" we have this data for all roads, so when we understand which roads are paved and which roads are not, we are set.										

## TRCC Funded Projects

### Roadsoft and Environmental Systems Research Institute Updates

The Model Inventory of Roadway Elements (MIRE) Federal Data Element (FDE) are federally required by the MAP-21/FAST-Act transportation legislation which will aid in crash analysis. Previously, Michigan developed a tool for collecting MIRE FDEs from the 616 local transportation agencies through enhancements to the Roadsoft software tool. MDOT is acquiring new software, ESRI Roads & Highways, to manage the data (attributes) for the statewide network of roads, streets, and highways for all transportation agencies in the state. It will become the data repository for the statewide transportation system information.

The Transportation Asset Management Council (TAMC) has cross governmental responsibility and authority for some road data collection items. TAMC supplies local transportation agencies with the tools and guidelines for collecting roadway assets to report on a statewide basis. TAMC currently uses one software tool called Roadsoft for state-required data collection on roadway assets. This tool is used by hundreds of local agencies and is supported by funding from MDOT, FHWA, and Michigan Tech University.

It will be necessary to integrate/link Roadsoft and ESRI Roads & Highways to establish and populate the new MIRE data repository in ESRI Roads & Highways. Additionally, the new ESRI Roads & Highways software system has reporting and updating capabilities that need to be customized to meet the federal requirements for sharing the 38 MIRE FDEs information.

It will be necessary to disseminate roadway data to and from the local transportation agencies through developed web services as the proposed linkage. This includes those agencies that do not use Roadsoft. Roadsoft is available free to all Michigan road agencies, however, there is no requirement to use Roadsoft. It has been TAMC's experience that a web-based tool is necessary to get input from some agencies that do not use Roadsoft. Creating web services for Roadsoft and a web-based tool will allow all local agencies two possible methods to exchange, validate, and populate the MIRE FDE database with missing information.

In total, the Michigan TRCC approved \$710,000 405(c) funding for this project.

### FY 2021 Accomplishments

Modifications were successfully implemented within the Roadsoft software that will enable it to consume 36 of the 37 Model Inventory Roadway Elements Fundamental Data Elements that are sent by MDOT to Roadsoft in the annual roadway centerline file (once populated at MDOT). Roadsoft tools were successfully implemented that will allow Roadsoft users to compare, edit, and submit 5 MIRE FDE items from the local agency users to MDOT RH. Roadsoft was able to create an easy button creation of MIRE FDE export to MDOT in a format (ESRI file Geodatabase) required by RH to consume the data.

### Roadway Unit Contact

Mike Toth, Michigan Department of Transportation

# CITATION/ADJUDICATION

## Description

Michigan has a judicial data warehouse of adjudication data that can be used by prosecutors and judges to ensure that the parties whom they are adjudicating are not re-offenders who have multiple previous offenses that have been erased from the record due to deferrals and subsequent dismissals. This is an efficient process, though the warehouse data is not deemed to be an official record. It could, however, be used as the infrastructure for a citation tracking system to give a complete picture of the statewide traffic enforcement efforts, and when compared with the crash incidence, provide evidence of the impact of directed enforcement on numbers and severity of crashes. It might also be used as a DUI tracking system, which the State does not currently have.

The State has a real-time driver and criminal and driver history database, the Law Enforcement Information Network, which provides data to appropriate individuals. The State law provides for numerous types of administrative driver license penalties, which are effectively tracked. These are but a few of the positive aspects of Michigan's citation and adjudication data files.

The State experiences difficulties in other aspects of data collection in terms of uniformity and consistency, not unlike other States, due to its non-unified court system, and multiple types of court case management systems. However, it seems to have overcome some of the difficulty of aggregating data from these various systems as evidenced by the judicial data warehouse.

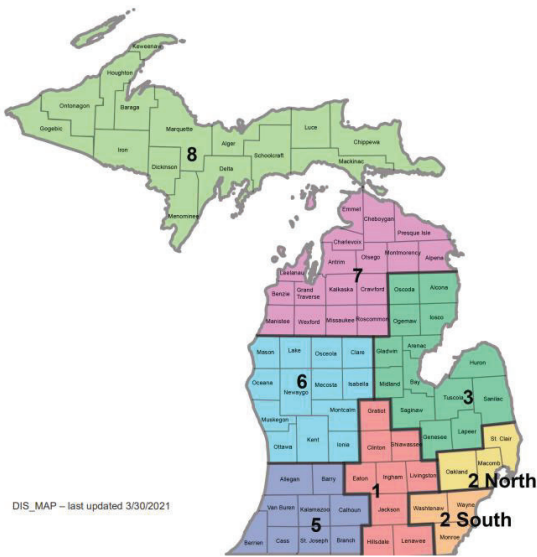
Currently Michigan does not have a great deal of integration, interface, or linkage between the various component data systems of Michigan's traffic records system. These are areas where improvement could be made, and benefits would be far-reaching. Good documentation for data systems is beneficial not just to the IT staff, but to data collectors and users alike, ensuring that data collected is consistent, well-formatted, and documents what the users expect, so analyses have integrity. Additionally, good documentation of systems helps to facilitate integration, making data collection and dataset linkages faster, more efficient and saving time for data collectors, who often have more pressing duties than collecting data.

State Court Administrative Office Stats			
	2014	2015	2021
Agencies Accessing Judicial Data Warehouse	16	20	22
Courts Contributing to Warehouse	242 out of 254	242 out of 254	249 out of 254
Counties Where Courts Contribute to Warehouse	81 of 83	82 of 83	82 of 83
Inquiries to Warehouse	467,000	426,791	548,957
Court Records in Warehouse	46 million	45 million	60 million

## Performance Measures

\*\*Michigan does not have one repository for citations, this is a snapshot from our Michigan State Police eDaily module\*\*

2021: Michigan State Police Speeding Citations by Month												
(**This data represents the citation upon issuance, and not the adjudicated court data**)												
Michigan State Police District	January	February	March	April	May	June	July	August	September	October	November	December
1	674	721	722	670	809	997	947	839	795	625	537	1074
2	1179	1003	1310	1118	1459	1416	1402	1504	1205	977	1121	1896
3	460	415	622	586	856	986	937	547	741	620	573	639
5	383	353	740	365	1187	681	886	527	642	290	530	788
6	512	411	767	645	626	611	719	886	713	503	490	629
7	483	325	691	755	1207	1198	1197	1441	1024	840	800	587
8	316	290	408	331	532	518	522	429	376	304	224	194
Total	4007	3518	5260	4470	6676	6407	6610	6173	5496	4159	4275	5807



Speeding Citation Codes Used	
8051	EXCEEDED POSTED OR UNPOSTED MAXIMUM SPEED
8052	EXCEEDED PRIMA FACIE SPEED LIMIT
8054	VIOLATION OF BASIC SPEED LAW, TOO FAST
8055	VIOLATION OF BASIC SPEED LAW, TOO SLOW
8057	EXCEEDED POSTED SPEED-TRUCKS OVER 10,000 LBS
8058	EXCEEDED 55 MPH DAYTIME SPEED LIMIT-56 THRU 59 MPH
8059	EXCEEDED 55 MPH DAYTIME SPEED LIMIT-60 MPH AND OVER
8060	SPEEDING IN CONSTRUCTION ZONE
8061	EXCEEDED FREEWAY SPEED LIMIT-55 ZONE
8062	EXCEEDED FREEWAY SPEED LIMIT-70 ZONE
8063	EXCEEDED FREEWAY SPEED LIMIT-65 ZONE
8064	EXCEEDED SPEED LIMIT
8065	BELOW MINIMUM FREEWAY SPEED

## TRCC Funded Projects

The Michigan TRCC is not currently funding any projects for the Citation or Adjudication systems. Michigan has been in contact with Indiana, and had a demonstration of their eCitation system, this is something Michigan will continue to pursue. The TRCC also had a demonstration of the DUI tracking database and data dashboard from Minnesota. Michigan will continue exploring options to implement a system in their State.

## General Funding Information

The Judicial Information Services (JIS) division of the State Court Administrative Office (SCAO) provides technical and automated information system support for the Michigan Supreme Court, the State Court Administrative Office (SCAO), and the trial courts throughout the state.

The primary functions of JIS are to:



- develop, implement, and maintain automated information systems and office automation support systems internally for all Supreme Court agencies
- maintain the telecommunication network for state judicial agencies
- provide automated reporting services for courts using JIS software and other systems software for delivery of case disposition information to the Secretary of State and Michigan State Police
- continue to develop systems to expand automated reporting to all courts and to additional state agencies
- maintain the caseload reporting system for automated collection and dissemination of caseload information
- provide technical assistance to all trial courts regarding the application of technology for judicial operations and provide direct software and hardware support to over 200 trial court locations around the state
- serve on committees and workgroups designed to develop and implement statewide court information systems

Primary services of JIS include:

- court information system design and development
- court information system support and maintenance
- data processing management assistance
- liaison to state information offices
- network management
- Supreme Court and SCAO office automation.

### FY 2021 Accomplishments

There were no accomplishments for FY2021 reported.

### Citation/Adjudication Contacts

Al Renz, Michigan State Police, Criminal Justice Information Center

Vacant, Michigan State Court Administrative Office

# EMS/INJURY SURVEILLANCE

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## Description

An ideal statewide Injury Surveillance System (ISS) is minimally comprised of data from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. This data provides more detailed information on the nature and extent of injuries sustained in a motor vehicle crash than can be found in other components of the traffic records system. Consequently, this information is invaluable when determining the injury severity, costs, and clinical outcomes of the individuals involved.

Michigan has all five major components of a traffic records injury surveillance system and the available data is accessible to both traffic safety stakeholders, as well as the public through either aggregate summary tables or department approved data use agreements. The traffic safety community in Michigan has used EMS and crash data to identify problems and evaluate programs in the past. The Office of Highway Safety Planning (OHSP) is encouraged to work with the Michigan Department of Health and Human Services (MDHHS) to expand those analyses to include the (recently available) emergency department, hospital discharge, and vital records data.

The pre-hospital data collection system, known as the Michigan EMS Information System (MI-EMSIS), is managed by the MDHHS and is built on the Image Trend Elite platform. Paper reports are not accepted, per State Statute, and the system is NEMSIS-compliant. All data collection systems use ImageTrend Elite, which incorporates appropriate edit checks and validations to ensure that the data falls within acceptable parameters. The State has established performance measures and metrics are tracked in a monthly progress report. Incorporating the metrics from the progress report will bring the measures up to standard. The monthly progress report is shared with the Traffic Records Coordinating Committee (TRCC). There is a sound feedback loop between users and data collectors as well as performance reporting to submitting Medical Control Authorities from the State and all these processes are clearly documented.

The statewide emergency department and hospital discharge data systems are managed by The Michigan Health and Hospital Association Service Corporation (MHASC). The emergency department data system, known as the Michigan Outpatient Database (MODB) was initiated in 2016 and receives data from all but three hospitals as of 2018. The hospital discharge database contains data from 1995 through 2019. The MHASC maintains open communication with regards to data quality and error correction with the submitting hospitals to ensure that data is as accurate as possible. Trend analyses are conducted, but no performance measures have been developed. However, aggregate data is available through the MHA upon approval of a data use agreement and the MDHHS purchases record level data annually. Data quality reports are not currently provided to the TRCC, but the value of these data sets is significant. The State is encouraged to work with TRCC members to better understand the importance and advantage of incorporating medical records in traffic safety efforts.

There is a statewide trauma registry that is also managed by the MDHHS and uses the ImageTrend Patient Registry software. The trauma registry data has been used to evaluate the trauma system, build a strategic plan, and research other forms of injury; the State is encouraged to use that information in traffic safety analyses. Routine quality control reviews are no longer conducted due to staff turnover but

are an important component to a healthy data collection system. The State has not developed performance measures, but there is ongoing discussion surrounding measures and numeric goals. As the EMS and trauma systems utilize a common software vendor, ImageTrend, there is a strong interface and interconnectivity between those systems.

The MDHHS is responsible for managing all vital statistics data including death certificates. As with most other States, Michigan collects death certificates from hospitals, funeral homes, and coroners and submits all data to the National Center for Health Statistics (NCHS) for quality review and assignment of cause-of-death ICD-10 codes. Due to strict requirements from the NCHS, the State relies on that quality review to ensure that all State data conforms to standards. That is the extent, however, of the quality control for death records in the State and there are no data performance measures or standard quality reports that are shared among stakeholders or with the TRCC.

The traffic records injury surveillance system in Michigan is complete with all five major components. however, the emergency department data (MODB) is new, and most safety partners may be unaware of its qualities. The State is encouraged to incorporate emergency department and hospital discharge information into the traffic records model.

### Performance Measures

Quality Control Measurements for the Statewide Injury Surveillance System						
Performance Attribute	Responsible Agency	Performance Measure	2019	2020	2021	Goal
Timeliness	MDHHS-EMS	<b>Median</b> number of hours it takes for EMS run reports to be sent to MI-EMSIS	N/A	N/A	5.82 hours	Michigan will reduce the median time for run reports submitted to MDHHS-EMS by .20 in 2022.
	MDHHS-EMS	% of EMS run reports sent to governing agency in the prescribed time	81%	100%	**67%	Michigan will improve the % of EMS run submission to 80% in 2022.
Accuracy	MDHHS-EMS	% of EMS run locations that match statewide location coding	No data	0.04%	No data	Michigan will work to implement a plan to capture the data needed for this performance measure in 2022.
	MDHHS-EMS	% correct ICD-9 and E-codes in EMS Data System	No data	No data	No data	ICD-9 codes are no longer captured.
	MDHHS-EMS	% "errors" found during data audits of critical data elements in EMS Data System	No data	0.23%	No data	Michigan will work to implement a plan to capture the data needed for this performance measure in 2022.
	MDHHS-EMS	% errors and warnings in the NEMSIS 3 data submitted to the state EMS Data System from other systems	9%	8.10%	.02% errors / 10.1% warnings	Michigan will work to maintain <0.05% errors.
Completeness	MDHHS-EMS	% of traffic crash-related EMS runs in the EMS database	3.99%	*2.77%	3.03%	the number of traffic crash-related EMS runs are outside of our control.
*The reduction in the % of traffic crash-related EMS runs in the EMS database may be attributed to COVID-19 related Stay at Home restrictions						
** The percentage of NEMSIS version 3 patient care reports received by the state data system within 24 hours from the time the EMS unit was back in service after the call. The prescribed time requirements are variable based on agency type and type of incident.						



## TRCC Funded Projects

### **Improving Quality of Crash Severity and Injury Assessment within Michigan EMS Information System**

Emergency Medical Services (EMS) are a vital part of the national strategy of highway safety Toward Zero Deaths. Unfortunately, traffic crashes are on the rise nationally. Building a culture of traffic safety requires accurate data collection and analysis of all aspects of road user behaviors. A critical component of the necessary injury surveillance data involves that which is collected by EMS. While engineering and prevention also play a large role in this initiative, the appropriate arrival of, assessment, treatment, and transport by EMS can improve patient outcomes.

This data initiative will focus on aligning the elements inside the National EMS Information System (NEMSIS) with the 18 Information Technology (IT) vendors that provide the IT platforms for the 808 Michigan EMS agencies that are documenting important traffic crash information necessary to support a data driven traffic safety culture.

There are currently no standard procedures in place for this process. To accomplish the three Traffic Records Strategic Plan recommendations for injury surveillance, several things must occur:

1. Funding for a dedicated data analyst that can focus on the data quality of the MI-EMSIS data base, and the various vendors utilized to collect and transmit the data.
2. Once data gaps are identified; work must occur with the vendors to ensure appropriate mapping.
3. A plan to mitigate or correct the deficiencies must be developed and implemented on several levels from the system level for data integration down to the individual level where data is entered.
4. Routine monitoring of accuracy of data submission utilizing the Plan-Do-Study-Act (PDSA) process on a regular basis.

Biospatial's linkage to the Michigan State Police historic traffic crash data will allow for events without (probabilistically) matched records to be investigated for missing elements or documentation errors that caused the records to not be identified as crash records. The ability to thoroughly and accurately understand where, when, and how crashes happen as well as crash severity and effectiveness of treatments and interventions is integral to decreasing the incidence of crashes as well as the associated morbidity and mortality.

The issues inside the current data system can be associated with multiple factors. There are many different software platforms that are utilized by EMS agencies to document traffic crashes that are subsequently transmitted into MI-EMSIS. This transmission has been associated with translation errors that need to be individually identified and followed up on with the vendor associated with the documentation platform. EMS agencies have different cultures and practices for documentation. Some agencies document all crash related information in the narrative section of their reports instead of the crash scene related elements that are available in the software platforms. This makes accessing and aggregating this information nearly impossible. Lastly, individual personnel have practices that may be based on documentation before electronic surveillance was possible, and they are not aware of appropriate or correct ways of documenting crashes to allow for accurate extraction of the data.

In total, the Michigan TRCC approved \$127,000 of 405(c) funding for this project for FY2022.

## General Funding Information

Funding for this project began in February 2022. The FY2022 goals are: hire a full time Traffic Crash Data Quality Specialist and to identify the specific elements that should be utilized exclusively for traffic crash severity assessment (case definition).

## FY 2021 Accomplishments

There were no accomplishments for FY2021 reported.

## EMS/Trauma Contact

Sabrina Kerr, Michigan Department of Health & Human Services, Bureau of EMS, Trauma & Preparedness

# DATA INTEGRATION

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## Description

Michigan recognizes the value of integrating traffic records datasets to support comprehensive in-depth behavioral safety analyses that often requires established connections between two or more of the six major traffic records system components – crash, vehicle, driver, roadway, citation and adjudication, and injury surveillance.

Based on the wide range of responses, covering the various traffic records core component areas, it should be noted that Michigan's behavioral program managers have access to traffic records data and analytic resources across the different systems and platforms for problem identification, priority setting, and program evaluation.

It is also a credit to Michigan that the State's TRCC monitors access to the various traffic safety data systems through discussions among membership at quarterly TRCC meetings. This ensures that the needs of end users are being met and that useful and meaningful data is accessible to decision-makers across the various government agencies in the State. To that end, the TRCC approved a data integration project which looks to develop data governance, access, and security policies for integrated traffic records data between the various TRCC State agencies.

However, As Michigan has experienced, data integration can be challenging. High costs, multi-agency agreements, legislative restrictions, custodial resistance can all provide obstacles difficult to overcome. Currently the data integration project approved by the TRCC is on hold. As a result, vehicle, driver and citation and adjudication data are not integrated with crash data.

Injury surveillance data is also not currently integrated with crash data. However, some manual comparison of FARS and vital records has been done to provide greater clarity on the Health records side regarding the person type in the motor vehicle crash. This is a good example of how future data integration between these two systems (and others) can yield beneficial analysis and information to decision-makers and researchers.

As Michigan restarts its data integration project, the contribution of statewide Data Governance should not be overlooked. Governance includes documentation of processes, policies and procedures that apply to the various traffic records systems. Many States are moving towards adoption of a Chief Data Governance Officer that is sometimes employed in the centralized Information Technology agency for the State. This person could serve as an adviser to those responsible for traffic records systems in each respective agency regarding data governance principles.

As the State noted, decision-makers do have access to skilled personnel across several agencies who have expertise and are well-versed in traffic safety data. The public also has access to some skilled personnel and analytical tools when seeking access to statistical crash data. However, in both cases, for decisionmakers and the public, integrated core component traffic records systems would greatly enhance comprehensive behavioral safety analyses and should be a part of the State's overall data integration project plan.

With that said, Michigan appears to have a good roadmap in place with the TRCC data Integration project, where some business requirements have already been documented. It is hopeful in the coming years that the project will move forward, so improvements can be made in this area.

### Performance Measures

There are no data integration performance measures currently.

### TRCC Funded Projects

The Michigan TRCC is not currently funding any projects for the Data Use and Integration.

### General Funding Information

When applicable, the Michigan TRCC will continue its support of data use and integration projects as they relate to traffic safety research, enforcement and infrastructure improvements and will continue to foster and promote data integration efforts.

- Potential data systems to pursue are as follows:
- CDC population data
- Ped/Bike exposure data: MioVision, Strava, AbleLink (<https://www.ablelinktech.com/>), Wayfinder, etc.
- Public transit use data
- Micro mobility use data
- SEMCOG economic trends: <https://semcog.org/economic-trends>
- Tow Truck data
- Emergency response data (if fatalities happen in transit versus at hospital)
- DNR

### FY 2021 Accomplishments

The interface with the Michigan Trauma and Injury System is a newer project and no reports have been established yet. MSP/CJIC will be working towards establishing reports to share the benefits of this interface with the TRCC.

### Data Integration Contact

Chelsea Thelen, Michigan State Police, Office of Highway Safety Planning

# OTHER PROJECTS AND NOTABLE PARTNERS

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## Michigan Traffic Crash Facts (MTCF)

### Description

Michigan's traffic crash data is used to identify and analyze problems, implement countermeasures, and evaluate impact. The Michigan Traffic Crash Facts (MTCF) website is updated annually by the University of Michigan Transportation Research Institute (UMTRI) to provide comprehensive traffic crash data and reports and has been in partnership with the Office of Highway Safety Planning (OHSP) for 27 years.

The Michigan Traffic Crash Facts website: [www.MichiganTrafficCrashFacts.org](http://www.MichiganTrafficCrashFacts.org), updated annually, provides comprehensive traffic crash data. A data query tool was developed in 2006 to generate individualized reports and mapping capabilities. Interactive tutorials were developed and enhanced in 2009. A focus group was held and a new design with a simplified version of the query tool was deployed in 2012. Specific enhancements to the data query tool included multi-year analysis, a date range function, and list view. A GTSAC area on the website was developed and continues to be maintained to support the State Strategic Highway Safety Plan. Customized County profiles were developed and released in 2011. Michigan's District, Post, and Prosperity Region profiles, as well as cell phone use and seat belt use fact sheets were developed in 2013. Technical assistance was broadened from its original role to include many other specialized reports.

In FY15 graphics were updated in the MTCF publications, a crash calendar was added as an output option with the query tool, and direct links to relevant publications were also added to the query tool. Technical assistance was broadened to support action team meetings and planning meetings. In FY16 a redesigned, mobile-friendly MTCF website was launched. Also, in FY16, a new report generation process was launched for the County, District, Post, and Prosperity Region profiles. Michigan's Traffic Safety Network profiles, a Commercial Motor Vehicle profile, and a Cannabinoid Drug profile were developed and released as well. In FY17 a road segment filter and map area selection filter were launched with the query tool. Crash maps depicting different topics of interest, such as Senior Drivers, Motorcyclists, and Winter Weather, were developed and released. Fact sheets on 'Speed' and 'Red Light Running' were also generated. In FY18 historical Michigan crash data publications "Michigan Traffic Accident Facts" (1952-1991) and "MSP Alcohol-Related Fatal Accident" studies (1974-1991) were added to the MTCF website. In FY18 a feature was implemented for performing query tool sorting based on crash counts or crash rates.

## Performance Measures

Year	Users	Queries	Tech Assist Requests	Page View	Publication Downloads
2016	6,766	149,541	92	127,467	N/A
2017	10,983	94,829	61	108,526	10,645
2018	10,028	112,017	100	99,575	7,115
2019	11,125	109,248	87	123,827	3,979
2020	12,132	107,663	68	113,211	N/A *

\* Due to changes in Amazon Log, tracking the unique publications requested per month is no longer available. Because Amazon Log offers no alternative tracking method for the Publication Downloads, we recommend that column be removed from the table. This column will be removed after FY2023.

## TRCC Funded Projects

### Michigan Traffic Crash Facts Technical Support

This project will continue to provide public accessibility for the crash data derived from Michigan’s Traffic Crash Reporting System. The 2020 MTCF will be produced and posted at: [www.michigantrafficcrashfacts.org](http://www.michigantrafficcrashfacts.org). Feedback, comments, and suggestions are solicited from webinar participants which helps gauge the effectiveness of the websites. The OHSP will work with UMTRI staff to provide technical assistance on requests for crash data analysis and presentations.

Funding will support personnel, travel supplies/operating, and indirect costs.

In total, the Michigan TRCC approved \$563,000 in 402 funding for this project.

## General Funding Information

The University of Michigan Transportation Research Institute (UMTRI) Center for the Management of Information for Safe and Sustainable Transportation (UMTRI - CMISST) has conducted a series of research projects sponsored by NHTSA and General Motors Corporation to use telematically collected data on advanced driver assistance system (ADAS) technology used by many drivers in the field. These novel and cost-effective field studies explored Lane-Departure Warning, Forward Collision Warning, Automatic Emergency Braking, and Crash Imminent Braking systems. A current study on which Dr. Flannagan is co-investigator is evaluating the use of a Level 2 automation system for highway driving.

CMISST researchers have conducted a series of crash-data-based studies of the field effectiveness of a wide variety of safety systems. These projects have been funded by NHTSA and General Motors Corporation. The analyses link state crash data to safety content on vehicles (e.g., presence of optional ADAS equipment) via Vehicle Identification Number (VIN). The linked datasets allow for the estimate of the field benefits of ADAS including those that address forward collisions (e.g., automatic emergency braking; AEB), lateral collisions (e.g., side blind-zone alert, lane keep assist), vulnerable road user collisions (e.g., pedestrian AEB, headlamps), and backing collisions (e.g., rear cross-traffic alert). Field-observed benefits combine the effectiveness of the technology with any behavioral components such as whether drivers turn the system on or off and whether they respond appropriately to warnings. Thus,

these estimates are the realized potential of the technologies, rather than the theoretical maximum that would arise from simulation studies.

CMISST researchers have developed a unified model and associated visualization tool to help understand the combined effects of implementing a variety of crash countermeasures. The countermeasures span a wide range of options in the Haddon matrix, including policy, vehicle technology, and behavioral countermeasures. The website (<http://utmost.umtri.umich.edu>) and the underlying statistical model were developed in 2007 and have been upgraded and added to by several projects since then. Current capability includes special views by age group, fatality outcome, and sociodemographic to assess transportation equity.

CMISST researchers recently conducted for USDOT a Safety Data Initiative (SDI) project on conducting innovative, applied research to gain new roadway safety insights and tools. Our project focus was to investigate potential data sources that are new to USDOT to help address the questions:

- 1) Where is pedestrian/bicyclist fatalities and serious injuries happening and what are the behavioral factors, surrounding features, and characteristics of where these fatalities and serious injuries occur?
- 2) What combination of existing or emerging data sources can be used to create scalable, corridor-level models for pedestrian and bicyclist exposure? What can be done to better determine pedestrian/bicyclist safety risk rate?

Prior to this project, team members had developed pedestrian and bicyclist exposure and risk estimation processes for the Michigan Department of Transportation (MDOT). These were implemented in a web tool that was developed based on extensive practitioner input and feedback from MDOT. Another focus of the SDI project was to identify an analytic approach to enable extending and improving the MDOT model to other states.

### FY 2021 Accomplishments

The UMTRI provided the 2020 MTCF fact books, fact sheets, profiles, web content, web analysis tools, and Strategic Highway Safety Plan action team information. The UMTRI continued to provide one part-time statistician to provide in-depth crash data analysis for nearly 90 requests as well as crash data presentations at traffic safety partner meetings, including regional Traffic Safety Network meetings and the Strategic Highway Safety Plan action team meetings. The MTCF website had 101,497 page views, 77,629 queries on the data query tool, and 12,815 new users.

### University of Michigan Transportation Research Institute (UMTRI) Contact

Carol Flanagan, Research Professor, University of Michigan Transportation Research Institute (UMTRI), Director, Center for the Management of Information for Safe and Sustainable Transportation (CMISST)



## Southeast Michigan Council of Governments (SEMCOG)

### Description

The Southeast Michigan Council of Governments (SEMCOG) supports local planning through its technical, data, and intergovernmental resources. The work SEMCOG does improves the quality of the region's water, makes the transportation system safer and more efficient, revitalizes communities, and spurs economic development.

Functions of SEMCOG include:

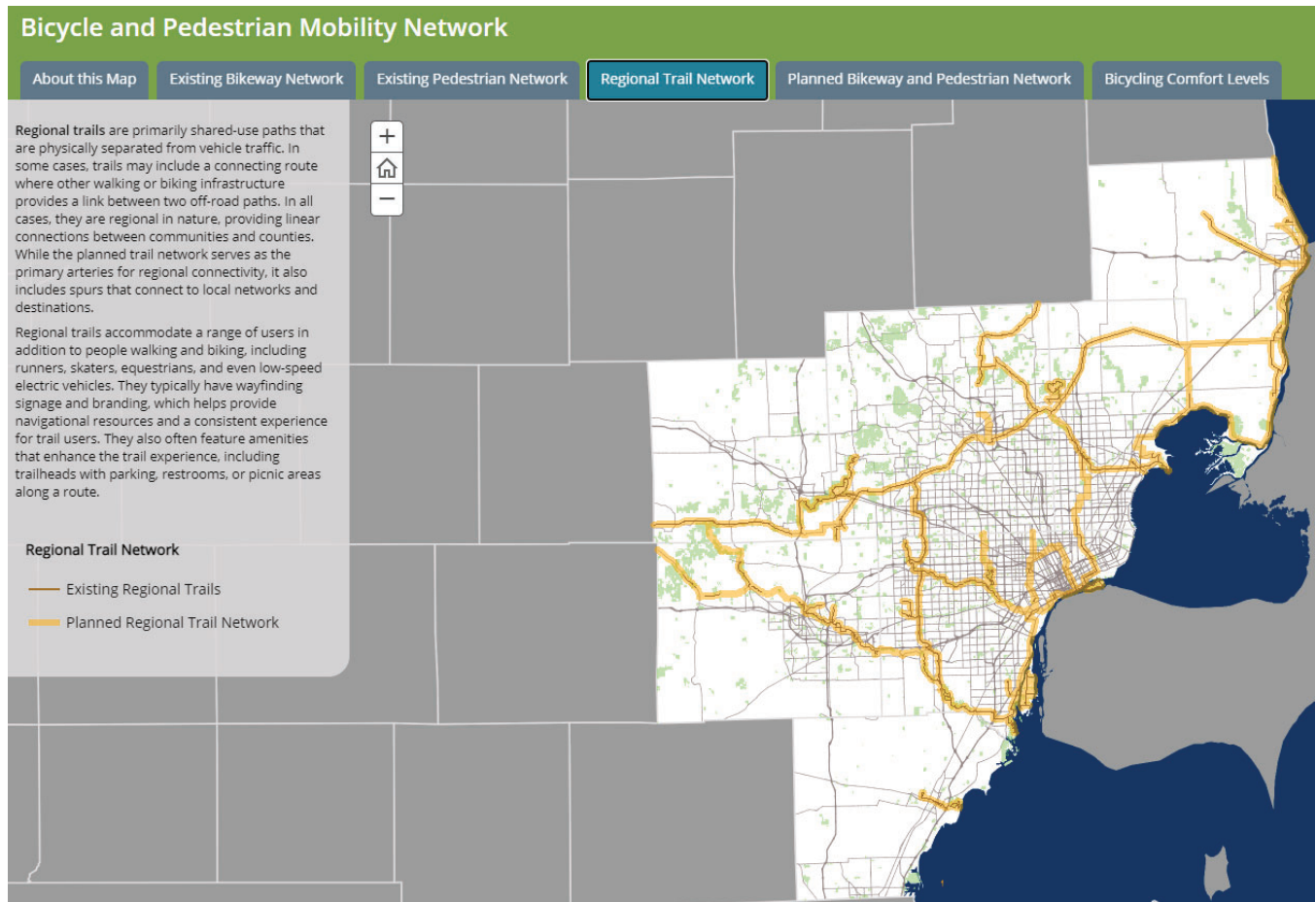
- Promote informed decision-making by improving Southeast Michigan and its local governments through insightful data analysis and direct assistance to members.
- Promote the efficient use of tax dollars for infrastructure investment and governmental effectiveness.
- Develop regional solutions that go beyond the boundaries of individual local governments; and
- Advocate on behalf of Southeast Michigan in Lansing and Washington.

Since its inception in 1968, SEMCOG has acted as a regional planning partner with local member governments. SEMCOG serves the Southeast Michigan region, made up of Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne Counties. Membership is open to all counties, cities, villages, townships, intermediate school districts, and community colleges.

### Stats & Facts of Interest







### Southeast Michigan Council of Governments (SEMCOG) Contact

Jenya Abramovich, [semcog.org](http://semcog.org)

## Transportation Improvement Association (TIA)

### Description

Since 1967, the Transportation Improvement Association (TIA) has been one of the leading safety agencies in the world. Created by more than two-hundred government and corporate leaders, TIA is committed to identifying transportation safety trends that negatively impact society and developing solutions that can be implemented to save lives, prevent injuries, and improve mobility.

Focusing on the Four E's of safety (Engineering, Education, Enforcement, and EMS), TIA provides traffic engineering services to its government members. Furthermore, TIA conducts public education and professional training.

TIA has been recognized at the national and international levels for its leadership in transportation safety. In 2008, the Ash Center for Democratic Governance and Innovation at Harvard University's John F. Kennedy School of Government awarded TIA for "Top 50 Programs of the 2008 Innovations in American Government." In a 2006 Federal Highway Administration publication titled, "Innovative Intersection Safety Improvement Strategies and Management Practices: A Domestic Scan," TIA and the Road Commission for Oakland County were recognized as a best practice. Most recently, TIA's "Remembering Ally: Distracted Driving Awareness Campaign" was one of five traffic safety programs in the nation to receive a Peter K. O'Rourke Award during 2013. It also received a 2012 Outstanding Traffic Safety Achievement Award from the Michigan Governor's Traffic Safety Advisory Commission. A component of the campaign, a realistic distracted driving crash education video, received an Eclipse Award for production excellence and has been viewed in more than 90 countries.

### Stats & Facts of Interest

The Transportation Improvement Association (TIA) announced a new distracted driving enforcement initiative on April 25, 2017. Operation Ghost Rider uses unmarked spotter vehicles, which contain a law enforcement passenger. When the spotters observe a distracted driver, they radio a fully marked law enforcement unit to initiate a traffic stop.

During a total of 18 hours of enforcement in 2017, law enforcement officers conducted more than 907 traffic stops resulting in 726 citations and 34 arrests.

In 2018, 49 officers stopped 530 vehicles, issued 440 citations, and made 9 arrests in a 6-hour period.

During 2019, 22 officers stopped 300 vehicles, issued 295 citations, and made 5 arrests in 12 hours. 2019 also included night enforcement for the first time.

Due to COVID-19, Operation Ghost Rider did not take place during 2020.

In 2021, 39 officers stopped 673 vehicles, issued 589 citations and made 17 arrests in 10 hours. The program was expanded into Wayne County.

Operation Ghost Rider, which involves the Michigan State Police, and county and local law enforcement agencies, was featured in The Wall Street Journal and at the 2019 Governor's Highway

Safety Association’s Annual Meeting in Anaheim, California. TIA is currently working on expanding the program.

## Transportation Improvement Association (TIA) Contact

Chuck Keller, <http://www.tiasafety.us/>

## Federal Highway Administration (FHWA)

### Description

The Federal Highway Administration (FHWA) is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation’s highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). Through financial and technical assistance to State and local governments, the Federal Highway Administration is responsible for ensuring that America’s roads and highways continue to be among the safest and most technologically sound in the world.

### Stats & Facts of Interest

**THE SAFE SYSTEM APPROACH**

**APPROACH**

**Zero is our goal. A Safe System is how we will get there.**

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.

**SAFE SYSTEM PRINCIPLES**

<p><b>Death/Serious Injury is Unacceptable</b></p> <p>While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.</p>	<p><b>Humans Make Mistakes</b></p> <p>People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.</p>	<p><b>Humans Are Vulnerable</b></p> <p>People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.</p>
<p><b>Responsibility is Shared</b></p> <p>All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.</p>	<p><b>Safety is Proactive</b></p> <p>Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.</p>	<p><b>Redundancy is Crucial</b></p> <p>Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.</p>

U.S. Department of Transportation  
Federal Highway Administration  
FHWA-SA-20-018

Safe Roads for a Safer Future  
Investment in roadway safety saves lives

**SAFE SYSTEM ELEMENTS**

**Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below.** These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.

 <p><b>Safe Road Users</b></p> <p>The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.</p>	 <p><b>Safe Vehicles</b></p> <p>Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.</p>	 <p><b>Safe Speeds</b></p> <p>Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.</p>	 <p><b>Safe Roads</b></p> <p>Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include: physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.</p>	 <p><b>Post-Crash Care</b></p> <p>When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.</p>
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**THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES**

<b>Traditional</b>	<b>Safe System</b>	
Prevent crashes	Prevent deaths and serious injuries	Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.
Improve human behavior	Design for human mistakes/limitations	
Control speeding	Reduce system kinetic energy	
Individuals are responsible	Share responsibility	
React based on crash history	Proactively identify and address risks	

**WHERE ARE YOU ON THE SAFE SYSTEM JOURNEY?**

Implementing the Safe System approach is our shared responsibility, and we all have a role. It requires shifting how we think about transportation safety and how we prioritize our transportation investments. Consider applying a Safe System lens to upcoming projects and plans in your community: put safety at the forefront and design to accommodate human mistakes and injury tolerances. Visit [safety.fhwa.dot.gov/zerodeaths](https://safety.fhwa.dot.gov/zerodeaths) to learn more.

## Federal Highway Administration (FHWA) Contact

Brandy Solak, <https://highways.dot.gov/>

# FY2022 PROJECTS

## Project Title

Michigan Traffic Crash Facts (MTCF) Technical Support

## Performance Measures

Michigan Traffic Crash Facts Statistics					
FY	Users	Queries	Tech Assist Requests	Page View	Publication Downloads
2015	4,830	321,431	80	158,929	N/A
2016	6,766	149,541	92	127,467	N/A
2017	10,983	94,829	61	108,526	10,645
2018	10,028	112,017	100	99,575	7,115
2019	11,125	109,248	87	123,827	3,979

## Project Description

This project will continue to provide public accessibility for the crash data derived from Michigan’s Traffic Crash Reporting System. The 2021 MTCF will be produced and posted at: [www.michigantrafficcrashfacts.org](http://www.michigantrafficcrashfacts.org). An annual survey will gauge the effectiveness of the website. The OHSP will work with the UMTRI staff to provide technical assistance on requests for crash data analysis and presentations.

Funding will support personnel, supplies/operating and indirect costs.

## Project Goal(s) and Activities

**Goal 1:** Complete the 2021 Michigan Traffic Crash Facts publications/web content and 'MichiganTrafficCrashFacts.org' website maintenance by September 30, 2022.

### Activities

1. Project startup: October 1, 2021
2. Meet with the OHSP to define any changes, if necessary, to the 2020 Michigan Traffic Crash Facts publications: November 2021
3. Meet with the OHSP for an evaluation of the website content and analysis tools: November 2021
4. Michigan 2021 traffic crash data received from the Michigan State Police-Criminal Justice Information Center (MSP-CJIC): April 2022
5. Webinar to present 'MichiganTrafficCrashFacts.org' website updates and obtain user feedback: April 2022
6. Updates to action team trend tables: May 2022



7. Rolling release upload of the MTCF publications to the MTCF website: June 1 through September 2022

8. Data acquisition from outside sources: August 2022

9. Completion of general system programming improvements to website tools: August 2022

10. Complete the 2020 Michigan Traffic Crash Facts publications/web content and the 'MichiganTrafficCrashFacts.org' website maintenance: September 30, 2022

**Goal 2:** Provide technical assistance to the OHSP as directed through September 30, 2022.

### **Activities:**

1. An UMTRI team of researchers, including an on-site statistician, is available to respond to the OHSP requests as rapidly as possible via e-mail or by directly contacting team members.

2. Based on requests from the OHSP, crash data analysis will be provided through Traffic Crash Facts and other data sources. These analyses will include:

- a) Ad-hoc requests for crash data analysis from the OHSP partners and stakeholders.
- b) Crash data analysis to assist with the Highway Safety Plan (HSP) processes, program evaluation, and/or the Annual Evaluation Report.
- c) In-depth UD-10 analysis to identify specific factors related to a single type or category of crashes, injuries, or fatalities.
- d) Analyses on the impact of proposed legislation or public policy on traffic crashes.

3. Deliverables for this project will be defined by the OHSP on a task-by-task basis and will include:

- a) Summary tables of crash data
- b) Brief technical reports on requested crash data analyses
- c) Oral presentations of data analysis results as requested by the OHSP
- d) Specialized Profiles as requested by the OHSP

4. All findings will be provided to the OHSP for review and comment prior to public release.

### **Funding Information**

In total, the Michigan TRCC approved \$578,000 402 funding for this project.

### **Project Contact**

Carol Flanagan, Research Professor, University of Michigan Transportation Research Institute (UMTRI), Director, Center for the Management of Information for Safe and Sustainable Transportation (CMISST)

## Project Title

### Traffic Crash Reporting Form UD-10 Training Support

## Performance Measures

Performance Attribute	Performance Measure	Baseline Measure	FY 2018 (10-1-2017 to 09-30-2018)	FY 2019 (10-1-2018 to 09-30-2019)	FY 2020 (10-1-2019 to 09-30-2020)	FY 2021 (10-1-2020 to 09-30-2021)	Goal
Timeliness	# days from the crash date to entry into TCRS database (electronic and paper)	103 days (2003)	12.97	12.41	12.93 (Manual Paper Entry)	11.51	Michigan will improve to 11 days for 2022.
	% records entered into the system within 30 days of the crash	79% (2009)	95%	95%	94%	95%	Michigan will improve to 96% for 2022.
	% records entered into the system within 15 days of the crash	63% (2017)	65%	66%	67%	67%	Michigan will improve to 68% for 2022.
	% records entered into the system within 7 days of the crash	52% (2017)	53%	54%	54%	54%	Michigan will improve to 55% for 2022.
Accuracy	# of data performance edit errors per crash record	0.14 (2016)	0.05	0.03	0.01	0.01	Michigan will remain at .01 data edit errors per crash for 2022.
	% of crash records with no errors in critical data elements.	93% (2017)	95%	96%	95%	96%	Michigan will improve to 97% for 2022.
	% of crash records with 2 or more uncorrected "serious, non-fatal" (Severe) errors	7% (2016)	0%	0%	0%	0%	Michigan will remain at 0% for 2022.
	% of crash records with 5 or more uncorrected "minor" errors	45% (2016)	25%	3%	1%	5%	Michigan will remain at 5% or less for 2022.
Completeness	% of crash records with no missing critical data elements	56% (2016)	95%	96%	96%	92%	Michigan will improve to 94% for 2022.
	% of unknowns or blanks in critical data elements	Crash - 13% (2017) Unit - 6% Party - 23% Party (Driver Cond) - 8% CMV - 6%	Crash - 11% Unit - 6% Party - 22% Party (Driver Cond) - 9% CMV - 5%	Crash - 11% Unit - 6% Party - 22% Party (Driver Cond) - 9% CMV - 6%	Crash - 12% Unit - 7% Party - 24% Party (Driver Cond) - 9% CMV - 6%	Crash - 13% Unit - 7% Party - 25% Party (Driver Cond) - 9% CMV - 6%	Michigan will improve to the following percentages for 2022: Crash - 10% Unit - 6% Party - 21% Party (Driver Cond) - 8% CMV - 5%

## Project Description

This project will provide materials to support law enforcement officer training on accurately completing the UD-10 Traffic Crash Report to improve the quality of the traffic crash data. Addressing any concerns will continue to be a highlight of the training efforts, in addition to training officers and police recruits on identifying and reporting automated vehicle information.

Funding will support the supplies/operating costs

## Project Goal(s) and Activities

**Goal 1:** Increase statewide crash report timeliness from 11.51 days to 11 days; increase the percentage of crash records with no errors (accuracy) in critical data elements from 95% to 96%; and increase the percentage of crash records with no missing critical data elements (completeness) from 96% to 97% by September 30, 2022.

### **Activity:**

Quarterly reports will be run by the TCRU crash analyst to track crash report timeliness, accuracy, and completeness.

**Goal 2:** Provide 25 training classes for 1,200 officers, police recruits and traffic safety professionals to assist with the proper completion of the UD-10 Traffic Crash Report by September 30, 2022.

**Activity:**

Provide hands-on training materials and supplies for the various trainees which could include flash drives, flyers, advisories, brochures, training announcements and handouts

**Funding Information**

In total, the Michigan TRCC approved \$10,000 405(c) funding for this project.

**Project Contact**

Sgt. Scott Carlson, Michigan State Police, Criminal Justice Information Center

**Project Title**

State to State (S2S) Staffing Phase 2

**Performance Measures**

Michigan Department of State – Driver’s Licenses by Calendar Year	
Year	Total DL
2020	8,444,281
2019	8,300,924
2018	8,097,773
2017	8,061,553
2016	8,006,038
2015	7,965,492
2014	7,932,199

**Project Description**

The Michigan Department of State (MDOS) will clean up the driver records database by removing 75% of data errors in this multi-year project. This is a national project to ensure there is only one driving record and driver history for every driver in the country. This project will enable more accurate and complete driver records to enhance the ability of law enforcement and courts in identifying and completing their records more accurately. It promotes traffic safety by ensuring unsafe drivers are taken off the road faster and ensuring consistent enforcement for driving offenses. This also helps to deter identity fraud by preventing an individual from keeping multiple licenses and creating multiple records in other states and avoiding driving penalties.

Funding will support personnel and indirect costs.

**Project Goal(s) and Activities**

**Goal 1:** Correct at least 75 percent of the driver database errors by September 30, 2022.



**Activity:**

Cleanse the Michigan driver database first error report.

- resolve discrepancies between the federal database compared to the MDOS database
- determine state ownership for records of drivers licensed in multiple states

**Funding Information**

In total, the Michigan TRCC approved \$667,000 405(c) funding for this project.

**Project Contact**

John Harris, Michigan Department of State

**Project Title**

Improving Quality of Crash Severity and Injury Assessment within Michigan EMS Information System (MI-EMSIS) – Phase II

**Performance Measures**

Quality Control Measurements for the Statewide Injury Surveillance System					
Performance Attribute	Responsible Agency	Performance Measure	2019	2020	Goal
Timeliness	MDHHS-EMS	Average time for EMS run reports to be sent to governing agency	5.86 hours	2.8 hours	Michigan will reduce the average time for run reports submitted to MDHHS-EMS by .20 in 2020.
Accuracy	MDHHS-EMS	% of EMS run reports sent to governing agency in the prescribed time	81%	100%	Michigan will improve the % of EMS run submission to 95% in 2020.
	MDHHS-EMS	% of EMS run locations that match statewide location coding	No Data	0.04%	Michigan will work to implement a plan to capture the data needed for this performance measure in 2020.
	MDHHS-EMS	% correct ICD-9 and E-codes in EMS Data System	No Data	No Data	Michigan will work to implement a plan to capture the data needed for this performance measure in 2020.
	MDHHS-EMS	% "errors" found during data audits of critical data elements in EMS Data System	No Data	0.23%	Michigan will work to implement a plan to capture the data needed for this performance measure in 2020.
	MDHHS-EMS	Rate of errors and warnings in the NEMSIS 3 data submitted to the state EMS data system from other systems	9	8.10%	Michigan will reduce the rate of errors and warnings in the NEMSIS 3 data to 8 in 2020.
Completeness	MDHHS-EMS	% of traffic crash-related EMS runs in the EMS database	3.99	*2.77	No goal set for this measure as the number of traffic crash-related EMS runs are outside of our control.

*\*The reduction in the % of traffic crash-related EMS runs in the EMS database may be attributed to COVID-19 related Stay at Home restrictions.*

Statewide Injury Surveillance System Data					
Year	Fatalities	MI-EMSIS Fatalities	Suspected Serious Injuries	MI-EMSIS Severe and Likely Fatal	Total (K+A)
2014	Unknown	106**	Unknown	23,529***	N/A
2015	963	123**	4,865	23,980***	5,828
2016	1,064	151**	5,634	25,538***	6,698
2017	1,028	124**	6,084	19,617***	7,112
2018 (version 2.2 NEMSIS Data)	N/A	17**	N/A	3,014***	N/A
2018* (version 3.4 NEMSIS Data)	974	372	5,586	359	6,560
2019	Unknown	564	Unknown	547	N/A
<b>Total</b>	5,014	1,501	27,798	1,507	32,812
*Partial year of reporting					
**Injury crashes with cardiac arrest noted as “yes”					
***Total Traffic Crashes, unable to quantify severity					

### Project Description

There are challenges in how data from the Emergency Medical Services (EMS) is entered, accessed, and processed within the MI-EMSIS, creating questions in the accuracy and validity of conclusions that are drawn from that data. In 2018, the MDHHS began using the Biospatial data platform, which links the EMS electronic patient care record (ePCR) data with other health and injury-related data sources. A full-time data analyst will utilize the MI-EMSIS as well as Biospatial to identify gaps in documentation related specifically to motor vehicle crashes. The data analyst will categorize the gaps into actionable items to resolve or mitigate the gaps. FY22 is the second year of this 4-year project.

Funding will support the personnel and indirect costs.

### Project Goal(s) and Activities

**Goal 1:** The Michigan Department of Health and Human Services (MDHHS) will identify the percentage of the crash elements that are missing or not consistently being reported, sorted by EMS agency, documentation software vendor, medical control authority, and medical control authority region by September 30, 2022.

**Activity 1:** Identify data elements within MIEMSIS that contribute to a crash record (both ideal and potential).

**Activity 2:** Create report in MIEMSIS to assess individual elements and the presence or absence of data present in the elements.

**Activity 3:** Create graphical representation of element present reporting (both as an entirety and as individual elements).

**Goal 2:** The MDHHS will distribute crash documentation improvement plans for EMS agencies, documentation software vendors, medical control authorities, and medical control authority regions by September 30, 2022.

**Activity 1:** Utilizing the crash record MIEMIS report, create individual reports based on: Agency, Medical Control Authorities, Software Vendors, and Regional Medical Control Authorities

**Activity 2:** Develop template for documentation improvement plans to insert data from MIEMIS reports.

### Funding Information

In total, the Michigan TRCC approved \$141,000 405(c) funding for this project.

### Project Contact

Sabrina Kerr, Michigan Department of Health & Human Services, Bureau of EMS, Trauma & Preparedness

## Project Title

### Michigan Crash Analysis Application - Phase III

## Performance Measures

Performance Attribute	Performance Measure	Baseline Measure	FY 2018 (10-1-2017 to 09-30-2018)	FY 2019 (10-1-2018 to 09-30-2019)	FY 2020 (10-1-2019 to 09-30-2020)	FY 2021 (10-1-2020 to 09-30-2021)	Goal
Timeliness	# days from the crash date to entry into TCRS database (electronic and paper)	103 days (2003)	12.97	12.41	12.93 (Manual Paper Entry)	11.51	Michigan will improve to 11 days for 2022.
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	% records entered into the system within 15 days of the crash	63% (2017)	65%	66%	67%	67%	Michigan will improve to 68% for 2022.
	% records entered into the system within 7 days of the crash	52% (2017)	53%	54%	54%	54%	Michigan will improve to 55% for 2022.
Accuracy	# of data performance edit errors per crash record	0.14 (2016)	0.05	0.03	0.01	0.01	Michigan will remain at .01 data edit errors per crash for 2022.
	% of crash records with no errors in critical data elements.	93% (2017)	95%	96%	95%	96%	Michigan will improve to 97% for 2022.
	% of crash records with 2 or more uncorrected "serious, non-fatal" (Severe) errors	7% (2016)	0%	0%	0%	0%	Michigan will remain at 0% for 2022.
	% of crash records with 5 or more uncorrected "minor" errors	45% (2016)	25%	3%	1%	5%	Michigan will remain at 5% or less for 2022.
Completeness	% of crash records with no missing critical data elements	56% (2016)	95%	96%	96%	92%	Michigan will improve to 94% for 2022.
	% of unknowns or blanks in critical data elements	Crash - 13% (2017) Unit - 6% Party - 23% Party (Driver Cond) - 8% CMV - 6%	Crash - 11% Unit - 6% Party - 22% Party (Driver Cond) - 9% CMV - 5%	Crash - 11% Unit - 6% Party - 22% Party (Driver Cond) - 9% CMV - 6%	Crash - 12% Unit - 7% Party - 24% Party (Driver Cond) - 9% CMV - 6%	Crash - 13% Unit - 7% Party - 25% Party (Driver Cond) - 9% CMV - 6%	Michigan will improve to the following percentages for 2022: Crash - 10% Unit - 6% Party - 21% Party (Driver Cond) - 8% CMV - 5%
Uniformity	% compliance with MMUCC guidelines	85% (2008)					The uniformity measure will be addressed with the next MMUCC edition.
Integration	% of in-state DLN's linked to MDOS driver file	97% (2015)	97%	97%	96%	96%	Michigan will improve to 97% for 2022.
	% of in-state VIN's linked to MDOS vehicle file	97% (2017)	98%	99%	98%	98%	Michigan will improve to 99% for 2022.
Accessibility	Principal Data Users (MDOT, UMTRI, SEMCOG, TIA, Wayne State University, WMU, MSU)	96% (2020)		Survey sent to OHSP, MSP, MDOT, UMTRI, SEMCOG, TIA, and MDOS users in early 2020.  Survey Questions: *How easily are you able to obtain crash data or other services requested from the TCRU? **Your satisfaction with the timeliness of the TCRU's response to your request?  <b>Most recent results compiled on 1-23-2020:</b> -16 users were surveyed, with 12 responding for a total of 24 questions. -96% of the users were satisfied with both areas. One response suggested an area for improvement with the release of year-end data.			Michigan will improve to 97% for 2022.  The TCRU receives immediate response from users after Mi-CAT trainings that are put on by Numeric.  Accessibility to be surveyed again after more users are on Mi-CAT after the TCRS website is shut down.

## Project Description

The Crash Analysis Application is a multi-year project provides the ability to quickly analyze crash statistics and generate shareable reports, charts, and graphs. It has been implemented and was

deployed to the Michigan State Police (MSP) in January 2021. The addition of the Network Screening application will allow law enforcement the ability to deploy enforcement based on the highest ranked road segments. The user can filter the rankings by hundreds of options – like alcohol, distracted driving, restraint, county, district, etc. This will be especially beneficial for law enforcement when grant funding has been received to support targeted enforcement efforts.

Funding will support contractual costs.

### Project Goal(s) and Activities

**Goal 1:** To provide a crash data tool which identifies high-crash road segments to assist local law enforcement agencies with enforcement efforts by September 30, 2022.

#### **Activity 1:**

- The crash unit intends to obtain a list of law enforcement agencies from OHSP who will be receiving funding for specific enforcement efforts in the 1st Quarter.
- Contact the agencies to see if they would be willing to partner with the OHSP to look at the success of their efforts utilizing the high crash segment area data in the 1st Quarter.
- Obtain statistics from the OHSP enforcement effort by that agency in the 1st Quarter.
- The crash unit will work to identify those high crash road segments in the agency's area for the specific enforcement effort by the end of the 2nd Quarter.
- The TCRU will develop reports, charts, and graphs to share with the agency. The TCRU will work closely with the agency to ensure the data is understood and that the data will and can be used for the enforcement effort by the end of the 2nd Quarter.
- The TCRU will create statistics based on the results of the enforcement effort and compare to a same previous enforcement effort by the agency as well as track the next year of the agency's progress to establish a baseline, and success of the partnership by the end of the 4th Quarter.

### Funding Information

In total, the Michigan TRCC approved \$133,000 405(c) funding for this project.

### Project Contact

Amanda Heinze, Michigan State Police, Criminal Justice Information Center

## Project Title

Data Driven Crash Assessment for Rural Michigan

## Performance Measures

Michigan Traffic Crash Facts Statistics					
FY	Users	Queries	Tech Assist Requests	Page View	Publication Downloads
2015	4,830	321,431	80	158,929	N/A
2016	6,766	149,541	92	127,467	N/A
2017	10,983	94,829	61	108,526	10,645
2018	10,028	112,017	100	99,575	7,115
2019	11,125	109,248	87	123,827	3,979

## Project Description

Crash characteristics such as speeding, alcohol impairment, and seat belt use tend to differ for rural and urban areas. By defining crashes as rural or urban and providing a clear crash picture of the data, this project aims to determine the percentage of crashes that can be labeled as either rural or urban and to produce outputs indicating defining characteristics on rural Michigan roadways. This will also assist in rural traffic safety planning developing countermeasures that were previously unavailable with the current crash dataset.

Funding will support personnel, supplies/operating, and indirect costs.

## Project Goal(s) and Activities

**Goal:** To conduct a rural traffic crash assessment by September 30, 2022.

### Activities:

1. Label reported crashes in terms of rural/urban categories in the form of filters on the MTCF website
2. Develop an analysis report for rural crashes that considers contextual factors inherent to these crashes by consulting with OHSP staff
3. Design new rural crash data publications for the statewide, UP, and County/Community publications
4. Create additional rural and urban crash density maps that show the proportion of rural and urban crashes, fatalities, and suspected serious injuries by county

## Funding Information

In total, the Michigan TRCC approved \$22,000 402 funding for this project.

## Project Contact

Carol Flanagan, Research Associate Professor, University of Michigan Transportation Research Institute (UMTRI), Director, Center for the Management of Information for Safe and Sustainable Transportation (CMISST)

**Project Title**

Michigan Traffic Crash Facts (MTCF) Query Tool Enhancements

**Performance Measures**

Michigan Traffic Crash Facts Statistics					
FY	Users	Queries	Tech Assist Requests	Page View	Publication Downloads
2015	4,830	321,431	80	158,929	N/A
2016	6,766	149,541	92	127,467	N/A
2017	10,983	94,829	61	108,526	10,645
2018	10,028	112,017	100	99,575	7,115
2019	11,125	109,248	87	123,827	3,979

**Project Description**

This project will develop additional enhancements to the Michigan Traffic Crash Facts Data Query Tool, such as: Multiple Simultaneous Queries; Map Time Series; and 5 Year/10 Year Trend Tables.

Funding will support personnel, supplies/operating and indirect costs.

**Project Goal(s) and Activities**

**Goal 1:** Develop support for Multiple Simultaneous Queries to provide ‘And/Or’ querying capability by September 30, 2022

**Activity 1:**

Provide the ability to chain multiple independent queries to form an ‘OR’ type operation.

**Goal 2:** Develop Map Time Series by September 30, 2022

**Activity 2:**

Add option for visualizing data over the time of the query

**Goal 3:** Develop 5 Year/10 Year Trend Tables by September 30, 2022

**Activity 3:**

Add support for a query output that shows 5- and 10-Year Trends

**Funding Information**

In total, the Michigan TRCC approved \$51,000 402 funding for this project.

## Project Contact

Carol Flanagan, Research Associate Professor, University of Michigan Transportation Research Institute (UMTRI), Director, Center for the Management of Information for Safe and Sustainable Transportation (CMISST)

## Project Title

Deriving Missing Model Inventory of Roadway Elements (MIRE) Surface Type from Imagery Phase I

## Performance Measures

MIRE FDEs	Non Local Paved Roads - Segment		Non Local Paved Roads - Intersection		Non Local Paved - Interchange/Ramp		Local Paved Roads		Unpaved Roads	
	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned
<b>ROADWAY SEGMENT</b>										
Segment Identifier (12)	100	100					100	100	100	100
Route Number (8)	100	0								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100 derived	100 derived								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	15		
Begin Point Segment Descriptor (10)	100	100					100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST
End Point Segment Descriptor (11)	100	100					100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST
Segment Length (13)	100	100								
Direction of Inventory (18)	100 derived	0								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	80 (undivided)	95 (undivided)								
Access Control (22)	20 derived	0								
One/Two Way Operations (91)	95	10								
Number of Through Lanes (31)	100 derived	80					100	0		
Average Annual Daily Traffic (79)	100	95					100 est	0 actual		
AAADT Year (80)	100	95								
Type of Governmental Ownership (4)	100	100					100	100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST

## Project Description

This project would strive to complete the surface type requirement for the MIRE Federal Data Elements (FDE) in the Michigan Department of Transportation’s roadway database. The project has two phases; the first phase to analyze and refine existing surface type detection methods and the second phase of production to refine processes and complete surface type assignments for all missing MIRE FDE surface type data (approximately 50%) on public roadways in the State of Michigan. This project will improve two traffic records data attributes. Accuracy is being addressed by the analysis phase. Timeliness is being addressed by executing this project and its method.

Funding will support contractual costs.



## Project Goal(s) and Activities

**Goal 1:** Project setup, data access and analysis, and project meetings will be completed by September 30, 2022.

**Activity 1:** The MTU staff will analyze and refine AI algorithms and report conclusions.

**Activity 2:** The MTU will report to the MDOT their findings regarding the strengths and weaknesses of each data collection method.

**Activity 3:** The MDOT and the MTU will hold monthly meetings regarding this activity.

**Activity 4:** The MTU will provide a written guide detailing when each method should be used to obtain the best results.

**Goal 2:** AI Model Tuning will be completed by September 30, 2022.

**Activity 1:** Fine tune the unpaved identification algorithms produced in the previous FY2021 work to determine when it is best to use each.

**Activity 2:** Compare AI algorithm results to real world data.

**Activity 3:** Refine the AI algorithms to ensure the most accurate data is collected.

## Funding Information

In total, the Michigan TRCC approved \$100,000 405(c) funding for this project.

## Project Contact

Mike Toth, Supervisor System Monitor and Reporting Unit, Michigan Department of Transportation (MDOT)

# PROPOSED FY2023 PROJECTS

## Project Title

Michigan Traffic Crash Facts (MTCF) Technical Support

## Performance Measures

Michigan Traffic Crash Facts Statistics					
FY	Users	Queries	Tech Assist Requests	Page View	Publication Downloads
2016	6,766	149,541	92	127,467	N/A
2017	10,983	94,829	61	108,526	10,645
2018	10,028	112,017	100	99,575	7,115
2019	11,125	109,248	87	123,827	3,979
2020	12,132	107,663	68	113,211	N/A

\*Due to changes in Amazon Log, tracking the unique publications requested per month is no longer available. Because Amazon Log offers no alternative tracking method for the Publication Downloads, this column will be removed from the table after FY2023.

## Project Description

This project will continue to provide public accessibility for the crash data derived from Michigan’s Traffic Crash Reporting System. The 2022 MTCF will be produced and posted at: [www.michigantrafficcrashfacts.org](http://www.michigantrafficcrashfacts.org). An annual survey will gauge the effectiveness of the website. The OHSP will work with the UMTRI staff to provide technical assistance on requests for crash data analysis and presentations.

Funding will support personnel, supplies/operating and indirect costs.

## Project Goal(s) and Activities

**Goal 1:** Complete the 2022 Michigan Traffic Crash Facts publications/web content and MichiganTrafficCrashFacts.org website maintenance by September 30, 2022.

1. **Activities:**
2. Meet with the OHSP to define any changes, if necessary, to the 2021 Michigan Traffic Crash Facts publications: November 2022.
3. Meet with the OHSP for an evaluation of the website content and analysis tools: November 2022.
4. Michigan 2022 traffic crash data received from the Michigan State Police-Criminal Justice Information Center (MSP-CJIC): April 2023.
5. Webinar to present ‘MichiganTrafficCrashFacts.org’ website updates and obtain user feedback: April 2023.
6. Updates to action team trend tables: May 2023.

7. Rolling release upload to the MTCF publications to the MTCF website: June through September 2023.
8. Exposure data acquisition from federal and state agencies: August 2023.
9. Completion of general system programming improvement to website tools: August 2023.
10. Complete the 2022 Michigan Traffic Crash Facts publications/web content and the 'MichiganTrafficCrashFacts.org' website maintenance: September 30, 2023.

**Goal 2:** Provide technical assistance to the OHSP as directed through September 30, 2023.

**Activities:**

1. An UMTRI team of researchers, including an on-site statistician, is available to respond to the OHSP requests as rapidly as possible via e-mail or by directly contacting team members.
2. Based on requests from the OHSP, crash data analysis will be provided through Traffic Crash Facts and other data sources. These analyses will include:
  - a. Ad-hoc requests for crash data analysis from the OHSP partners and stakeholders.
  - b. Crash data analysis to assist with the Highway Safety Plan (HSP) processes, program evaluation, and/or the Annual Report.
  - c. In-depth UD-10 analysis to identify specific factors related to a single type or category of crashes, injuries, or fatalities.
  - d. Analyses on the impact of proposed legislation or public policy on traffic crashes.
3. Deliverables for this project will be defined by the OHSP on a task-by-task basis and will include:
  - a. Summary tables of crash data.
  - b. Brief technical reports on requested crash data analyses.
  - c. Oral presentations of data analysis results as requested by the OHSP.
  - d. Specialized profiles as requested by the OHSP.
4. All findings will be provided to the OHSP for review and comment prior to public release.

### Funding Information

In total, the Michigan TRCC approved \$600,000 402 funding for this project.

### Project Contact

Carol Flanagan, Research Professor, University of Michigan Transportation Research Institute (UMTRI), Director, Center for the Management of Information for Safe and Sustainable Transportation (CMISST)

### Project Title

Traffic Crash Reporting Form UD-10 Training Support

## Performance Measures

OHSP - FISCAL YEARS									
Performance Attribute	Performance Measure	Baseline Measure	FY 2017 (10-1-2016 to 09-30-2017)	FY 2018 (10-1-2017 to 09-30-2018)	FY 2019 (10-1-2018 to 09-30-2019)	FY 2020 (10-1-2019 to 09-30-2020)	FY 2021 (10-1-2020 to 09-30-2021)	FY 2022 (10-1-2021 to 09-30-2022)	Goal
Timeliness	# days from the crash date to entry into TCRS database (electronic and paper)	103 days (2003)		12.97	12.41	12.93 (Manual Paper Entry)	11.51		Michigan will improve to 11 days for 2022.
	% records entered into the system within 30 days of the crash	79% (2009)	94%	95%	95%	94%	95%		Michigan will improve to 96% for 2022.
	% records entered into the system within 15 days of the crash	63% (2017)	63%	65%	66%	67%	67%		Michigan will improve to 68% for 2022.
	% records entered into the system within 7 days of the crash	52% (2017)	52%	53%	54%	54%	54%		Michigan will improve to 55% for 2022.
Accuracy	# of data performance edit errors per crash record	0.14 (2016)		0.05	0.03	0.01	0.01		Michigan will remain at .01 data edit errors per crash for 2022.
	% of crash records with no errors in critical data elements.	93% (2017)	94%	95%	96%	95%	96%		Michigan will improve to 97% for 2022.
	% of crash records with 2 or more uncorrected "serious, non-fatal" (Severe) errors	7% (2016)	7%	0%	0%	0%	0%		Michigan will remain at 0% for 2022.
	% of crash records with 5 or more uncorrected "minor" errors	45% (2016)	37%	25%	3%	1%	5%		Michigan will remain at 5% or less for 2022.
Completeness	% of crash records with no missing critical data elements	56% (2016)	92%	95%	96%	96%	92%		Michigan will improve to 94% for 2022.
	% of unknowns or blanks in critical data elements	Crash - 13% (2017) Unit - 6% Party - 23% Party (Driver Cond) - 8% CMV - 6%	Crash - 14% Unit - 6% Party - 23% Party (Driver Cond) - 8% CMV - 6%	Crash - 11% Unit - 6% Party - 22% Party (Driver Cond) - 9% CMV - 5%	Crash - 11% Unit - 6% Party - 22% Party (Driver Cond) - 9% CMV - 6%	Crash - 12% Unit - 7% Party - 24% Party (Driver Cond) - 9% CMV - 6%	Crash - 13% Unit - 7% Party - 25% Party (Driver Cond) - 9% CMV - 6%	Crash - Unit - Party - Party (Driver Cond) - CMV -	Michigan will improve to the following percentages for 2022: Crash - 10% Unit - 6% Party - 21% Party (Driver Cond) - 8% CMV - 5%

## Project Description

This project will provide materials to support law enforcement officer training on accurately completing the UD-10 Traffic Crash Report to improve the quality of the traffic crash data. Addressing any concerns will continue to be a highlight of the training efforts, in addition to training officers and police recruits on identifying and reporting automated vehicle information.

Funding will support the supplies/operating costs.

## Project Goal(s) and Activities

**Goal 1:** Increase statewide crash report timeliness from 11.51 days to 11 days; increase the percentage of crash records with no errors (accuracy) in critical data elements from 95% to 97%; and increase the percentage of crash records with no missing critical data elements (completeness) from 96% to 97% by September 30, 2023.

### Activity:

Quarterly reports will be run by the TCRU crash analyst to track crash report timeliness, accuracy, and completeness.

**Goal 2:** Provide 50 training classes for 1,200 officers, police recruits and traffic safety professionals to assist with the proper completion of the UD-10 Traffic Crash Report by September 30, 2023.

### Activity:

Provide hands-on training materials and supplies for the various trainees which could include flash drives, flyers, advisories, brochures, training announcements and handouts

### Funding Information

In total, the Michigan TRCC approved \$15,000 405(c) funding for this project.

### Project Contact

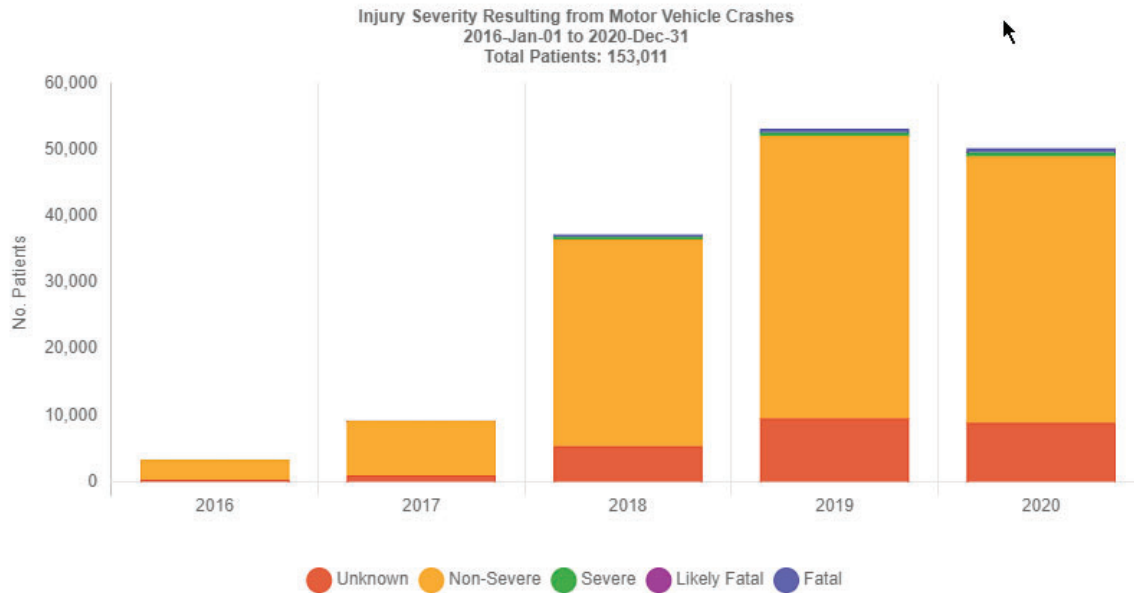
Sgt. Scott Carlson, Michigan State Police, Criminal Justice Information Center

### Project Title

Improving Quality of Crash Severity and Injury Assessment within Michigan EMS Information System (MI-EMSIS) – Phase III

### Performance Measures

Statewide Injury Surveillance System Data					
Year	Fatalities	MI-EMSIS Fatalities	Suspected Serious Injuries	MI-EMSIS Severe and Likely Fatal	Total (K+A)
2016	1,064	151**	5,634	25,538***	6,698
2017	1,028	124**	6,084	19,617***	7,112
2018 (version 2.2 NEMSIS Data)	N/A	17**	N/A	3,014***	N/A
2018* (version 3.4 NEMSIS Data)	974	372	5,586	359	6,560
2019	Unknown	564	Unknown	547	N/A
2020		599		644	
2021		745		776	
<b>Total</b>	5,014	1,501	27,798	1,507	32,812
<b>*Partial year of reporting</b>					
<b>**Injury crashes with cardiac arrest noted as "yes"</b>					
<b>***Total Traffic Crashes, unable to quantify severity</b>					



### Project Description

There are challenges in how data from the EMS is entered, accessed, and processed within the MI-EMSIS, creating questions in the accuracy and validity of conclusions that are drawn from that data. In 2018, the MDHHS began using the Biospatial data platform, which links the EMS electronic patient care record (ePCR) data with other health and injury-related data sources. A full-time data analyst will utilize the MI-EMSIS as well as Biospatial to identify gaps in documentation related specifically to motor vehicle crashes. The data analyst will categorize the gaps into actionable items to resolve or mitigate the gaps. FY2022 is the second year of this 4-year project.

Funding will support contractual costs.

### Project Goal(s) and Activities

**Goal 1:** The Michigan Department of Health and Human Services (MDHHS) will distribute crash documentation improvement plans for EMS agencies, documentation of software vendors, medical control authorities and medical control authority regions by September 30, 2023.

**Activity 1:** Utilizing the crash record MIEMSIS and Biospatial report, create individual reports based on: Agency, Medical Control Authorities, Software Vendors and Regional Medical Control Authorities by the end of the fourth quarter.

**Activity 2:** Develop template for documentation improvement plans to insert data from MIEMSIS and Biospatial reports by the end of the fourth quarter.

### Funding Information

In total, the Michigan TRCC approved \$141,000 405(c) funding for this project.

### Project Contact

Sabrina Kerr, Michigan Department of Health & Human Services, Bureau of EMS, Trauma & Preparedness

### Project Title

Data Quality Assessment of Pedestrian, Bicyclist, and Motorcycle Crashes in Michigan

### Performance Measures

#### Motorcyclist Operator Fatalities and Suspected Serious Injuries 2016-2020

Year	Fatalities	Suspected Serious Injuries	Total (K+A)
2016	130	590	720
2017	124	610	734
2018	121	594	715
2019	114	609	723
2020	145	721	866
<b>TOTAL OPERATOR COUNT</b>	<b>634</b>	<b>3,124</b>	<b>3,758</b>

#### Pedestrian Fatalities and Suspected Serious Injuries 2016-2020

Year	Fatalities	Suspected Serious Injuries	Total (K+A)
2016	165	363	528
2017	158	444	602
2018	145	418	563
2019	149	455	604
2020	179	367	542
<b>TOTAL PERSON COUNT</b>	<b>792</b>	<b>2,047</b>	<b>2,839</b>

#### Bicyclist Fatalities and Suspected Serious Injuries 2016-2020

Year	Fatalities	Suspected Serious Injuries	Total (K+A)
2016	38	158	196
2017	21	157	178
2018	21	136	157
2019	21	153	174
2020	38	147	185
<b>TOTAL PERSON COUNT</b>	<b>139</b>	<b>751</b>	<b>890</b>

## Project Description

A 2019 study of crash data quality in four countries, including the U.S., showed that some crash attributes, including injury severity, are more often inaccurate, but that this issue is not equal for all types of crashes. In particular, the authors note research that has shown that motorcycle, pedestrian, and bicyclist crashes are often underreported.

In this project, the researchers will assess the reporting accuracy of pedestrian, bicyclist, and motorcyclist crash data, especially with respect to injury severity, using linkage to Emergency Medical Services (EMS) data and trauma data. The result of this study will be an evaluation of data completeness as a function of characteristics of the crash including its location, time of day, and injury severity. The resulting report will describe the analysis and results and provide some suggestions for data quality improvement.

Funding will support personnel and indirect costs.

## Project Goal(s) and Activities

**Goal 1:** Conduct a data quality assessment of pedestrian, bicyclist, and motorcycle crash data and provide recommendations by September 30, 2023.

**Activity 1:** Obtain external data sources by November 30, 2022.

**Activity 2:** Complete data linkage to external sources by February 28, 2023.

**Activity 3:** Complete evaluation of missing data by May 31, 2023.

**Activity 4:** Draft final report by June 30, 2023.

**Activity 5:** Final revised report by July 31, 2023.

## Funding Information

In total, the Michigan TRCC approved \$16,000 402 funding for this project.

## Project Contact

Carol Flanagan, Research Professor, University of Michigan Transportation Research Institute (UMTRI), Director, Center for the Management of Information for Safe and Sustainable Transportation (CMISST)



## Project Title

Deriving Missing Model Inventory of Roadway Elements (MIRE) Surface Type from Imagery Phase I

## Performance Measures

MIRE FDEs	Non Local Paved Roads - Segment		Non Local Paved Roads - Intersection		Non Local Paved - Interchange/Ramp		Local Paved Roads		Unpaved Roads	
	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned	Completion % - State Owned	Completion % - Non State Owned
<b>ROADWAY SEGMENT</b>										
Segment Identifier (12)	100	100					100	100	100	100
Route Number (8)	100	0								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100 derived	100 derived								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	15		
Begin Point Segment Descriptor (10)	100	100					100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST
End Point Segment Descriptor (11)	100	100					100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST
Segment Length (13)	100	100								
Direction of Inventory (18)	100 derived	0								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	80 (undivided)	95 (undivided)								
Access Control (22)	20 derived	0								
One/Two Way Operations (91)	95	10								
Number of Through Lanes (31)	100 derived	80					100	0		
Average Annual Daily Traffic (79)	100	95					100 est	0 actual		
AADT Year (80)	100	95								
Type of Governmental Ownership (4)	100	100					100	100 of roads/ 0 ST	100 of roads/ 0 ST	100 of roads/ 0 ST

## Project Description

This is Phase 2 of a project which strives to complete the surface type requirement for the MIRE Federal Data Elements (FDE) in the Michigan Department of Transportation’s roadway database. The project has two phases; the first phase of analyzing and refining existing surface type detection methods and the second phase of producing the refined processes and completing surface type assignments for all missing MIRE FDE surface type data (approximately 50%) on public roadways in the State of Michigan. This project will improve two traffic records data attributes – accuracy and timeliness. Accuracy is being addressed by the analysis phase. Timeliness is being addressed by executing this project and its method.

Funding will support contractual costs.

## Project Goal(s) and Activities

**Goal 1:** Unpaved road identification artificial intelligence (AI) model tuning by September 30, 2023.

**Activity 1:** Update paved vs. unpaved identification for the six previous test counties, with addition of concrete vs. asphalt for paved roads by March 31, 2023.

**Activity 2:** Outline the process of steps necessary to use the updated models in the Production Phase, including recommendations on when different models perform best by March 31, 2023.

**Goal 2:** Develop AI models to detect asphalt and concrete pavements by September 30, 2023.

**Activity 1:** Outline the process of steps necessary to use the model in a production environment by March 31, 2023.

**Activity 2:** Create a pavement identification model and metrics for confidence and alignment for the extent of the road network that was analyzed by March 31, 2023.

**Goal 3:** Road detection production and data handling testing by September 30, 2023.

**Activity 1:** Provide example results for 20 counties, with recommended metrics for road/image fit by September 30, 2023.

**Activity 2:** Process at least 20 counties through the detection process by September 30, 2023.

**Activity 3:** Draft examples of output files using data from the research and development phase by September 30, 2023.

### Funding Information

In total, the Michigan TRCC approved \$325,000 405(c) funding for this project.

### Project Contact

Mike Toth, Supervisor System Monitor and Reporting Unit, Michigan Department of Transportation (MDOT)

# APPENDIX A: TRCC CHARTER

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## Mission

Improve the quality, timeliness and availability of crash related data, information, and systems to enable stakeholders and partners to identify and resolve traffic safety issues

## General Information

1. Include representatives from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, and motor vehicle and driver licensing agencies, and motor carrier agencies.
2. The TRCC is an Action Team located under the Governors Traffic Safety Advisory Commission (GTSAC).
3. Provide a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.
4. Consider and coordinate the views of organizations in the State that are involved in the administration, collection, and use of highway safety data and traffic records systems.
5. Represent the interest of the agencies and organizations within the traffic records system to outside organizations.
6. Review and evaluate new technologies to keep the highway safety data and traffic records systems up to date.
7. Facilitate and coordinate the integration of systems within the state, such as systems that contain crash related medical and economic data with traffic crash data.
8. Form sub-committees and action teams as appropriate.
9. The TRCC will not adopt any formal policy or rules intended to impose authority on any group, agency or individual.
10. Within the TRCC there shall exist an 'Executive Committee'.
11. The TRCC will keep the GTSAC apprised of TRCC activity, projects and/or accomplishments through reports at periodic GTSAC meetings.
12. Create and monitor a Traffic Records System Strategic Plan that:

- addresses existing deficiencies in a State’s highway safety data and traffic records system
- specifies how deficiencies in the system were identified
- prioritizes the needs and set goals for improving the system
- identifies performance-based measures by which progress toward those goals will be determined
- specifies how the State will use section 405-c and other funds of the State to address the needs and goals identified in its Strategic Plan.

## **Executive Committee**

The ‘Executive Committee’ will be comprised of:

- Michigan Department of State Police
- Michigan Department of State
- Michigan Department of Transportation
- Michigan Department of Health and Human Services
- Michigan State Courts Administration Office
- Michigan Office of Highway Safety Planning
- Michigan Department of Technology, Management, & Budget

Each member shall have the authority to authorize changes of and/or expend agency funds to support the Michigan Traffic Records System.

The Executive Committee shall appoint a committee chair on a bi-annual basis who will serve as chair for both the Executive Committee and the general TRCC body.

# APPENDIX B: TRCC MEMBERSHIP ROSTER

Traffic Records Coordinating Committee Members FFY2022					
Member	Position	Agency	Core Database	E-Mail	FY2023 Grantee #
<b>EXECUTIVE COUNCIL</b>					
Vacant	n/a	State Court Administrative Office	Citation & Adjudication	n/a	
Dave Work	State Administrative Manager	Department of Technology, Management, and Budget	All	workd@michigan.gov	
John Harris	Driver Records Program Section Manager	Michigan Department of State	Driver & Vehicle	harrisj2@michigan.gov	TR-22-03
Michelle Kleckler (current chair)	Director Criminal Justice Information Center	Michigan State Police	Crash	<a href="mailto:klecklerm2@michigan.gov">klecklerm2@michigan.gov</a>	
Alicia Sledge	Director of the Office of Highway Safety Planning	Michigan State Police	All	<a href="mailto:sledgea@michigan.gov">sledgea@michigan.gov</a>	
Tonya Nobach	Departmental Manager, Criminal Justice Information Center	Michigan State Police	Crash	nobacht@michigan.gov	
Sabrina Kerr	BA, MPA, EMS Section Manager	Michigan Department of Health and Human Services	EMS & Trauma	kerrs3@michigan.gov	TR-22-08
<b>TECHNICAL COUNCIL</b>					
<b>Michigan State Police - Criminal Justice Information Center (MSP-CJIC)</b>					
Amanda Heinze	Crash Unit Manager	Michigan State Police	Crash	heinzea@michigan.gov	TR-22-06
Melissa Marinoff	Traffic Crash Specialist	Michigan State Police	Crash	<a href="mailto:marinoffm@michigan.gov">marinoffm@michigan.gov</a>	
Brian Sine	IT Program Analyst	Department of Technology, Management, and Budget	Crash	sineb@michigan.gov	
Lorie Sierra	FARS Analyst	Michigan State Police	FARS	seirral@michigan.gov	
Scott Carlson	UD-10 Crash Trainer	Michigan State Police	Crash	carlsons1@michigan.gov	TR-22-01
Shawn Sible	Assistant Division Director	Michigan State Police	Crash	sibles@michigan.gov	
<b>Michigan Department of Transportation (MDOT)</b>					
Cory Johnson	Manager - GIS Unit & System Monitoring	Michigan Department of Transportation	Roadway	johnsonc45@michigan.gov	
Mark Bott	Manager - State Traffic and Safety Engineer	Michigan Department of Transportation	Roadway	bottm@michigan.gov	
David Fairchild	Transportation Planner	Michigan Department of Transportation	Roadway	fairchildd1@michigan.gov	
Dean Kanitz	Traffic Signing Engineer	Michigan Department of Transportation	Roadway	kanitzd@michigan.gov	
Mike Toth	Supervisor	Michigan Department of Transportation	Roadway	tothm@michigan.gov	
Linda Powell	Safety Programs Engineer	Michigan Department of Transportation	Roadway	<a href="mailto:powelll2@michigan.gov">powelll2@michigan.gov</a>	
Carissa McQuiston	Safety Programs Unit Manager	Michigan Department of Transportation	Roadway	<a href="mailto:mcquistonc@michigan.gov">mcquistonc@michigan.gov</a>	
<b>Michigan Department of Health and Human Services (MDHHS)</b>					
Emily Bergquist	Director, Division of EMS & Trauma	Bureau of EMS, Trauma & Preparedness	EMS & Trauma	bergquiste@michigan.gov	
Eileen Worden	State Trauma Manager	Bureau of EMS, Trauma & Preparedness	EMS & Trauma	wordene@michigan.gov	
Sabrina Kerr	Michigan EMS Section Manager	Bureau of EMS, Trauma & Preparedness	EMS & Trauma	<a href="mailto:kerrs3@michigan.gov">kerrs3@michigan.gov</a>	TR-22-08
Kristine Kuhl	Medical Control Authority Coordinator	Bureau of EMS, Trauma & Preparedness	EMS & Trauma	<a href="mailto:kuhlk2@michigan.gov">kuhlk2@michigan.gov</a>	
Kevin Putman	Data Manager	Bureau of EMS, Trauma & Preparedness	EMS & Trauma	putmark@michigan.gov	
John Wagner	Michigan EMS Data Coordinator	Bureau of EMS, Trauma & Preparedness	EMS & Trauma	wagnerj4@michigan.gov	
Alissa Morrison	EMS Traffic Crash Data Quality Specialist	Bureau of EMS, Trauma & Preparedness	EMS & Trauma	<a href="mailto:morrisona11@michigan.gov">morrisona11@michigan.gov</a>	

<b>Michigan Department of State (MDOS)</b>					
Abby DeMarco	Analyst	Michigan Department of State	Driver & Vehicle	demarcoa@michigan.gov	
Bonita Sporer	Departmental Specialist	Michigan Department of State	Driver & Vehicle	sporerb@michigan.gov	
Jeremy Russo	Analyst	Michigan Department of State	Driver & Vehicle	russoj5@michigan.gov	
Makayla Carpenter	Departmental Analyst	Michigan Department of State	Driver & Vehicle	carpenterm1@michigan.gov	
Rebecca McGeorge	Budget Analyst	Michigan Department of State	Driver & Vehicle	mcgeoger@michigan.gov	TR-22-03
<b>Michigan Department of Technology Management and Budget (MDTMB)</b>					
Joel Locke	Departmental Analyst	Department of Technology, Management, and Budget	All	lockej@michigan.gov	
Mark Holmes	Departmental Manager	Department of Technology, Management, and Budget	All	holmesm3@michigan.gov	
Timothy Lauxmann	GeoData Manager	Department of Technology, Management, and Budget	All	lauxmann@michigan.gov	
<b>Michigan State Court Administrative Office (SCAO)</b>					
Laura Hutzell	Judicial Data Warehouse Manager	State Court Administrative Office	Citation & Adjudication	hutzell@courts.mi.gov	
<b>Federal Highway Administration (FHWA)</b>					
Brandy Solak	Safety and Operations Engineer	Federal Highway Administration	Roadway	brandy.solak@dot.gov	
<b>National Highway Traffic Safety Administration (NHTSA)</b>					
Jessi Hopkins	Regional Program Manager	NHTSA	All	jessica.hopkins@dot.gov	
Martin Broyles	Regional Program Manager	NHTSA	All	martin.broyles@dot.gov	
<b>Federal Motor Carrier Safety Administration (FMCSA)</b>					
John Wallace	State Programs Specialist	FMCSA	All	john.wallace@dot.gov	
<b>Michigan Technology Institute (MTU)</b>					
Dale Lighthizer	Professor	Michigan Technology University	Roadway	dlrighth@mtu.edu	
Timm Colling, PhD PE	Director, Center for Technology & Training Civil, Environmental and GEospatial Engineering Department	Michigan Technology University	Roadway	tkcollin@mtu.edu	
<b>University of Michigan Transportation Institute (UMTRI)</b>					
Aditi Misra	Assistant Research Scientist	UMTRI	Crash & Roadway	aditimis@umich.edu	until May 2022
Carol Flannagan	Research Professor	UMTRI	Crash & Roadway	cacf@umich.edu	TR-22-05
Lisa Park	Project Manager	UMTRI	Crash & Roadway	lapark@umich.edu	TR-22-05
Patrick Bowman	Statistician Lead	UMTRI	Crash & Roadway	bowmanp@umich.edu	TR-22-05
<b>Southeast Michigan Council of Governments (SEMCOG)</b>					
Jenya Abramovich	Transportation Planner	SEMCOG	Roadway	abramovich@semcog.org	
Alex Bourgeau	Transportation Modeling and Mobility Manager	SEMCOG	Roadway	bourgeau@semcog.org	
<b>Transportation Improvement Association (TIA)</b>					
Chuck Keller	Director of Engineering	TIA	Crash & Roadway	ckeller@tiasafety.us	
Jim Santilli	Chief Executive Officer	TIA	Crash & Roadway	jsantilli@tiasafety.us	
Monica Yesh	Chief Operating Officer	TIA	Crash & Roadway	mvesh@tiasaftev.us	

## APPENDIX C: ACRONYMS

Acronym	Definition
AAMVA	American Association of Motor Vehicle Administrators
CFR	Code of Federal Regulations
CJIC	Criminal Justice Information Center
CMV	Commercial Motor Vehicle
CSS	Center for Shared Solutions
DAT	Data Action Team
DUI	Driving Under the Influence
EMS	Emergency Medical Services
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FY	Fiscal Year
GTSAC	Governor’s Traffic Safety Advisory Commission
ISS	Injury Surveillance System
JDW	Judicial Data Warehouse
LEIN	Law Enforcement Information Network
LTAP	Local Technical Assistance Program
MCA	Medical Control Authority
MDHHS	Michigan Department of Health and Human Services
MDOS	Michigan Department of State

MDOT	Michigan Department of Transportation
MDTMB	Michigan Department of Technology, Management, & Budget
MHA	Michigan Health & Hospital Association
MIRE-FDE	Model Inventory of Roadway Elements – Fundamental Data Elements
MOU	Memoranda of Understanding
MSP	Michigan Department of State Police
NHTSA	National Highway Transportation Research Administration
NIEM	National Information Exchange Model
NMVTIS	National Motor Vehicle Title Information System
OHSP	Office of Highway Safety Planning
PRISM	Performance Registration System and Management
SCAO	State Court Administrative Office
SEMCOG	Southeast Michigan Council of Governments
STRAP	State Traffic Records Assessment Program
TAMC	Transportation Asset Management Council
TAMP	Transportation Asset Management Plan
TAMS	Transportation Asset Management System
TBD	To Be Determined
TCRS	Traffic Crash Reporting System
TCRU	Traffic Crash Reporting Unit
TDMS	Traffic Data Management System
TRCC	Traffic Records Coordinating Committee



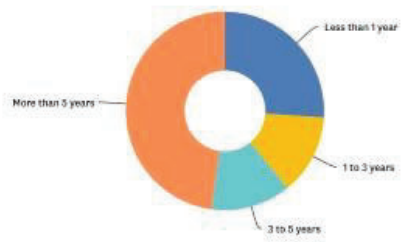
# APPENDIX D: MICHIGAN TRCC SURVEY

TRCC Survey will be conducted every other year. The results of this survey are from FY2021.

How long have you been involved with the Traffic Records Coordinating Committee (TRCC) or Data User Group (DUG)?

How long have you been involved with the Traffic Records Coordinating Committee (TRCC) or Data User Group (DUG)?

Answered: 23 Skipped: 0

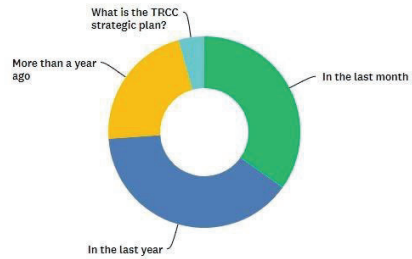


ANSWER CHOICES	RESPONSES
I am not really	0.00% 0
Less than 1 year	26.09% 6
1 to 3 years	13.04% 3
3 to 5 years	13.04% 3
More than 5 years	47.83% 11
TOTAL	23

# When is the last time you read the TRCC strategic plan?

When is the last time you read the TRCC strategic plan?

Answered: 23 Skipped: 0

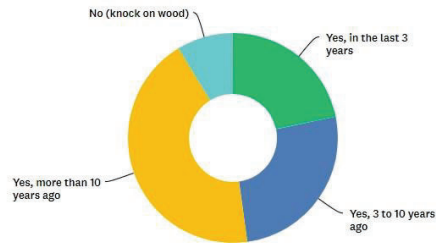


ANSWER CHOICES	RESPONSES	
▼ In the last month	34.78%	8
▼ In the last year	39.13%	9
▼ More than a year ago	21.74%	5
▼ What is the TRCC strategic plan?	4.35%	1
<b>TOTAL</b>		<b>23</b>

# Have you ever been in a crash?

Have you ever been in a crash?

Answered: 23 Skipped: 0

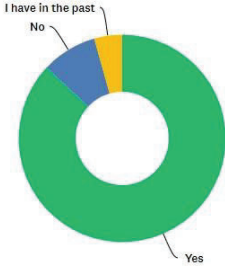


ANSWER CHOICES	RESPONSES	
▼ Yes, in the last 3 years	21.74%	5
▼ Yes, 3 to 10 years ago	26.09%	6
▼ Yes, more than 10 years ago	43.48%	10
▼ No (knock on wood)	8.70%	2
<b>TOTAL</b>		<b>23</b>

# Do you personally use traffic records or crash data?

Do you personally use traffic records or crash data?

Answered: 23 Skipped: 0

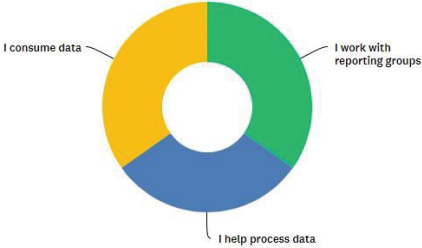


ANSWER CHOICES	RESPONSES	
Yes	86.96%	20
No	8.70%	2
I have in the past	4.35%	1
<b>TOTAL</b>		<b>23</b>

# How do you use traffic records?

How do you use traffic records?

Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
I work with reporting groups	34.78%	8
I help process data	30.43%	7
I consume data	34.78%	8
I do not use it	0.00%	0
<b>TOTAL</b>		<b>23</b>

What aspect of traffic records do you think is currently the strongest?

---

What aspect of traffic records do you think is currently the strongest?

Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES	
▼ Accuracy	21.74%	5
▼ Completeness	17.39%	4
▼ Integrity	4.35%	1
▼ Timeliness	21.74%	5
▼ Uniformity	17.39%	4
▼ Accessibility	17.39%	4
<b>TOTAL</b>		<b>23</b>

What aspect of traffic records do you think is currently the strongest?

---

What aspect of traffic records do you think is currently the strongest?

Answered: 23 Skipped: 0

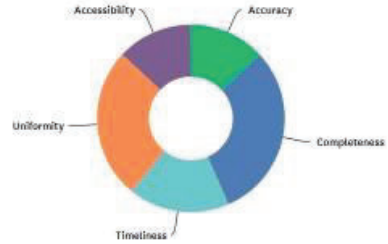


ANSWER CHOICES	RESPONSES	
▼ Accuracy	21.74%	5
▼ Completeness	17.39%	4
▼ Integrity	4.35%	1
▼ Timeliness	21.74%	5
▼ Uniformity	17.39%	4
▼ Accessibility	17.39%	4
<b>TOTAL</b>		<b>23</b>

Which aspect of traffic records do you think is the weakest?

Which aspect of traffic records do you think is the weakest?

Answered: 23 Skipped: 0



ANSWER CHOICES	RESPONSES
Accuracy	13.04% 3
Completeness	30.43% 7
Integrity	0.00% 0
Timeliness	17.39% 4
Uniformity	26.09% 6
Accessibility	13.04% 3
<b>TOTAL</b>	<b>23</b>

What areas of traffic records do you feel could be improved on?

- Use with other data sets
- Citation data accessibility
- Data linkage, namely citation data
- More GIS mapping with good filtering abilities
- Follow up on severity of injury after the fact
- Improve location data on the UD-10's by requiring mapping of the location
- Judicial data
- Communication between data consumers on results of certain projects
- More diverse membership at meetings
- Data linkage across systems is one of the biggest issues
- Not sure globally, but for EMS it would be accuracy
- Accuracy/uniformity in reporting
- More summary reports
- Continue to work to establish performance measures to improve roadway data
- Ways to compile information
- E-Citation data
- Accuracy in documentation of crashes
- Getting the data out to users
- Access to data that is free of PII
- Integration with more datasets

Are there any  
other ideas or  
suggestions  
you have to  
make your  
TRCC  
experience  
better?

- The group has evolved over the years in a good way.
- Not at this time. The group is a good platform for sharing and understanding the data that is collected.
- Allow consumption of traffic records that is free of PII, so that it can be utilized across more platforms and integrated into more business areas and decision-making processes.
- Love the diverse speakers and participants at the meetings - keep those coming!

# PARTNERSHIPS & COLLABORATION

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## EXECUTIVE COMMITTEE SIGNATURES

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These signatures indicate approval of the strategic plan including the update with FY23 projects.



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Mark Bott

Michigan Department of Transportation

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Vacant

State Court Administrative Office



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John Harris

Michigan Department of State



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Sabrina Kerr

Michigan Department of Health and Human Services



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Michelle Kleckler

Michigan State Police – Criminal Justice Information Center



---

Alicia Sledge

Michigan State Police – Office of Highway Safety Planning

David O. Work

David O. Work  
May 11 2022 11:37 AM

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Dave Work

Michigan Department of Technology, Management, and Budget



## Endorsements by County

County	2022	
	2023	2022
ALCONA	1431	1417
ALGER	1002	1002
ALLEGAN	10319	10245
ALPENA	2322	2304
ANTRIM	2628	2607
ARENAC	1663	1664
BARAGA	674	669
BARRY	6402	6347
BAY	7952	7930
BENZIE	1826	1821
BERRIEN	10376	10302
BRANCH	3682	3672
CALHOUN	9819	9738
CASS	4596	4542
CHARLEVOIX	2666	2657
CHEBOYGAN	2846	2837
CHIPPEWA	2810	2781
CLARE	3136	3133
CLINTON	5945	5942
CRAWFORD	1495	1484
DELTA	3309	3281
DICKINSON	2731	2722
EATON	8386	8333
EMMET	2935	2930
FOREIGN	53	51
GENESEE	23347	23218
GLADWIN	2875	2870
GOGEBIC	1418	1389
GRAND TRAVERSE	7512	7480
GRATIOT	3228	3187
HILLSDALE	4213	4180
HOUGHTON	2637	2614
HURON	3038	3044
INGHAM	12571	12486
IONIA	5287	5233
IOSCO	2910	2890
IRON	1281	1259
ISABELLA	3721	3683
JACKSON	12044	11983
KALAMAZOO	14233	14201
KALKASKA	2179	2152
KENT	32298	31948
KEWEENAW	251	253
LAKE	1407	1406
LAPEER	9261	9241

## Registrations By County

	2022	
	2023	2022
none	263	147
ALCONA	352	112
ALGER	223	92
ALLEGAN	3069	1045
ALPENA	569	225
ANTRIM	734	248
ARENAC	468	139
BARAGA	134	41
BARRY	1902	594
BAY	2132	722
BENZIE	497	179
BERRIEN	3481	1283
BRANCH	1155	441
CALHOUN	3169	1165
CASS	1557	584
CHARLEVOIX	716	239
CHEBOYGAN	749	234
CHIPPEWA	712	219
CLARE	749	247
CLINTON	1367	431
CRAWFORD	419	140
DELTA	831	377
DICKINSON	716	311
EATON	2255	749
EMMET	897	324
FOREIGN	3	0
GENESEE	7103	2593
GLADWIN	758	246
GOGEBIC	350	165
GRAND TRAVERSE	1899	673
GRATIOT	878	256
HILLSDALE	1175	477
HOUGHTON	691	281
HURON	823	240
INGHAM	3273	1228
IONIA	1478	489
IOSCO	775	269
IRON	314	132
ISABELLA	1051	335
JACKSON	3537	1288
KALAMAZOO	4174	1639
KALKASKA	596	173
KENT	9140	3305
KEWEENAW	53	11
LAKE	388	122
LAPEER	2535	777

MI-FY25-Registrations and Endorsements 22-23

LEELANAU	2055	2059
LENAWEE	9510	9441
LIVINGSTON	17178	17154
LUCE	461	467
MACKINAC	1164	1156
MACOMB	45485	45038
MANISTEE	2512	2492
MARQUETTE	5832	5753
MASON	3102	3104
MECOSTA	3202	3170
MENOMINEE	2365	2347
MIDLAND	6993	6958
MISSAUKEE	1414	1408
MONROE	13801	13753
MONTCALM	5566	5524
MONTMORENCY	1236	1224
MUSKEGON	13919	13784
NEWAYGO	5200	5156
OAKLAND	64237	63867
OCEANA	2608	2581
OGEMAW	2805	2825
ONTONAGON	727	719
OSCEOLA	2034	2026
OSCODA	1066	1080
OTSEGO	2542	2518
OTTAWA	19624	19456
PRESQUE ISLE	1388	1393
ROSCOMMON	2965	2954
SAGINAW	10737	10691
SANILAC	3900	3901
SCHOOLCRAFT	929	931
SHIAWASSEE	6180	6175
ST. CLAIR	13756	13665
ST. JOSEPH	5287	5265
TUSCOLA	5413	5364
VAN BUREN	6412	6374
WASHTENAW	17974	17894
WAYNE	64681	64125
WEXFORD	2900	2890
	<b>625,875</b>	<b>621,810</b>

LEELANAU	537	211		
LENAWEE	2607	919		
LIVINGSTON	4610	1567		
LUCE	95	36		
MACKINAC	275	104		
MACOMB	12698	4350		
MANISTEE	685	272		
MARQUETTE	1558	534		
MASON	744	254		
MECOSTA	809	278		
MENOMINEE	611	258		
MIDLAND	1698	538		
MISSAUKEE	392	113		
MONROE	3970	1504		
MONTCALM	1682	541		
MONTMORENCY	327	109		
MUSKEGON	4194	1405		
NEWAYGO	1467	505		
OAKLAND	18594	6849		
OCEANA	734	224		
OGEMAW	717	265		
ONTONAGON	162	62		
OSCEOLA	522	160		
OSCODA	300	96		
OTSEGO	650	210		
OTTAWA	5089	1678		
PRESQUE ISLE	381	132		
ROSCOMMON	771	250		
SAGINAW	2808	916		
SANILAC	1184	430		
SCHOOLCRAFT	237	84		
SHIAWASSEE	1708	605		
ST. CLAIR	4053	1363		
ST. JOSEPH	1646	650		
TUSCOLA	1532	514		
VAN BUREN	2053	740		
WASHTENAW	4924	1955		
WAYNE	20088	7976		
WEXFORD	838	310		
	<b>178,060</b>	<b>63,954</b>		

## MI-REP by County 2023

County	Sponsor	Range	Coach	Student
none	1	26	0	0
ALCONA	0	0	0	14
ALGER	0	0	1	11
ALLEGAN	0	0	7	154
ALPENA	0	0	1	22
ANTRIM	0	0	0	27
ARENAC	0	0	0	18
BARAGA	0	0	1	6
BARRY	0	0	4	98
BAY	1	3	9	123
BENZIE	0	0	1	11
BERRIEN	1	0	1	109
BRANCH	0	0	3	41
CALHOUN	1	1	6	174
CASS	0	0	2	35
CHARLEVOIX	0	0	1	24
CHEBOYGAN	0	1	0	13
CHIPPEWA	0	1	0	45
CLARE	0	0	0	19
CLINTON	0	0	3	78
CRAWFORD	0	0	0	13
DELTA	0	1	1	19
DICKINSON	0	0	0	24
EATON	2	2	2	133
EMMET	0	0	1	36
FOREIGN	0	0	0	2
GENESEE	2	1	7	411
GLADWIN	0	0	3	28
GOGEBIC	0	1	3	34
GRAND TRAVELERS	0	0	2	85
GRATIOT	0	0	1	51
HILLSDALE	0	0	1	41
HOUGHTON	0	0	1	46
HURON	0	1	0	26
INGHAM	0	0	10	245
IONIA	0	0	2	65
IOSCO	1	0	0	28
IRON	0	0	0	12
ISABELLA	0	0	2	39
JACKSON	0	0	1	142
KALAMAZOO	1	0	12	213
KALKASKA	0	1	2	33

## MI-FY25-Registrations and Endorsements 22-23

KENT	2	2	16	698
KEWEENAW	0	0	0	4
LAKE	0	0	0	15
LAPEER	0	1	2	120
LEELANAU	0	0	0	14
LENAWEE	2	0	7	146
LIVINGSTON	0	2	7	228
LUCE	0	0	0	3
MACKINAC	0	0	0	11
MACOMB	1	13	26	982
MANISTEE	0	0	1	11
MARQUETT	2	2	3	127
MASON	0	0	3	21
MECOSTA	0	0	1	46
MENOMINEE	0	1	0	16
MIDLAND	0	0	1	97
MISSAUKEE	0	0	0	12
MONROE	0	2	0	186
MONTCALM	0	0	0	61
MONTMORE	0	0	0	8
MUSKEGON	1	1	2	166
NEWAYGO	0	0	2	63
OAKLAND	4	7	31	1494
OCEANA	0	0	0	21
OGEMAW	0	2	0	26
ONTONAGON	0	1	0	1
OOS	0	0	0	1436
OSCEOLA	0	0	1	26
OSCODA	0	0	0	4
OTSEGO	2	1	3	37
OTTAWA	1	0	10	289
PRESQUE IS	0	0	0	13
ROSCOMMON	0	0	0	19
SAGINAW	0	0	2	151
SANILAC	1	0	0	27
SCHOOLCRO	0	0	0	3
SHIAWASSEE	0	0	2	72
ST. CLAIR	0	0	1	164
ST. JOSEPH	1	0	0	48
TUSCOLA	0	1	0	75
VAN BUREN	1	2	4	73
WASHTENAW	1	2	13	448
WAYNE	2	13	29	1530
WEXFORD	0	0	1	24

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<b>31</b>	<b>92</b>	<b>259</b>	<b>11764</b>
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## MI-REP by County 2022

County	Sponsor	Range	Coach	Student
none	1	27	0	0
ALCONA	0	0	0	11
ALGER	0	0	1	8
ALLEGAN	0	0	5	113
ALPENA	0	0	1	19
ANTRIM	0	0	0	27
ARENAC	0	0	0	22
BARAGA	0	0	1	13
BARRY	0	0	4	70
BAY	1	3	10	120
BENZIE	0	0	1	5
BERRIEN	1	0	1	92
BRANCH	0	0	3	38
CALHOUN	1	1	6	150
CASS	0	0	3	36
CHARLEVOIX	0	0	1	25
CHEBOYGAN	0	1	0	28
CHIPPEWA	0	1	0	44
CLARE	0	0	0	15
CLINTON	0	0	3	67
CRAWFORD	0	0	0	9
DELTA	0	1	1	23
DICKINSON	0	0	0	27
EATON	2	2	2	113
EMMET	0	0	1	44
GENESEE	2	2	7	431
GLADWIN	0	0	3	42
GOGEBIC	0	1	3	35
GRAND TRAVELERS	0	0	1	79
GRATIOT	0	0	1	39
HILLSDALE	0	0	1	36
HOUGHTON	0	0	1	57
HURON	0	1	0	20
INGHAM	0	0	9	290
IONIA	0	0	2	66
IOSCO	1	0	0	30
IRON	0	0	0	3
ISABELLA	0	0	2	52
JACKSON	0	0	2	134
KALAMAZOO	1	0	10	255
KALKASKA	0	2	2	23
KENT	2	1	17	574

MI-FY25-Registrations and Endorsements 22-23

KEWEENAW	0	0	0	1
LAKE	0	0	0	13
LAPEER	0	1	2	96
LEELANAU	0	0	0	10
LENAWEE	2	0	5	150
LIVINGSTON	0	2	6	249
LUCE	0	0	0	2
MACKINAC	0	0	0	18
MACOMB	1	13	23	1030
MANISTEE	0	0	1	23
MARQUETT	2	2	3	98
MASON	0	0	3	42
MECOSTA	0	0	1	44
MENOMINEE	0	1	1	4
MIDLAND	0	0	1	98
MISSAUKEE	0	0	0	11
MONROE	0	2	1	185
MONTCALM	0	0	0	71
MONTMORE	0	0	0	9
MUSKOGON	1	2	2	148
NEWAYGO	0	0	2	38
OAKLAND	4	7	30	1645
OCEANA	0	0	0	17
OGEMAW	0	2	0	23
ONTONAGON	0	1	1	0
OOS	0	0	0	1383
OSCEOLA	0	0	1	13
OSCODA	0	0	0	3
OTSEGO	2	1	3	33
OTTAWA	1	0	10	282
PRESQUE IS	0	0	0	14
ROSCOMMON	0	0	0	24
SAGINAW	0	0	2	154
SANILAC	1	0	1	43
SCHOOLCRO	0	0	0	3
SHIAWASSEE	0	0	2	61
ST. CLAIR	0	0	1	126
ST. JOSEPH	1	0	0	69
TUSCOLA	0	1	0	52
VAN BUREN	1	1	4	74
WASHTENAW	1	2	14	511
WAYNE	2	10	24	1666
WEXFORD	0	0	1	29
	<b>31</b>	<b>91</b>	<b>250</b>	<b>11850</b>



# MOTORCYCLISTS ARE HARD TO SEE. LOOK TWICE. SAVE A LIFE. — 2024 COMMUNICATIONS PLAN



## BUSINESS GOAL

- Reduce motorcyclist injuries and fatalities resulting from motorcycle and passenger vehicle crashes.



## COMMUNICATIONS GOAL

- Increase motorists' awareness of motorcyclists' presence and vulnerability on the road.



## COMMUNICATIONS STRATEGY

- Increase motorists' awareness of motorcyclists when driving.
- Educate motorists about driving behaviors that commonly result in motorcyclist crashes.



## AUDIENCE

- Motorists ages 16-29
- Psychographics:
  - Develop critical thinking skills, establish values/belief systems, modify risk-taking behaviors.
  - Young adults have high capacity to organize new information.
  - Value friendships and community.



## CAMPAIGN TIMING

- April 15-Sept. 8
- Increased presence:
  - Motorcycle Safety Awareness Month
  - Memorial Day weekend
  - Fourth of July
  - Labor Day
  - Avoiding Aug. political primaries

## PAID MEDIA INVESTMENT

\$310,000

34%	Outdoor	14%	Social Media
16%	Gas Station TV	13%	Radio
15%	Digital Audio	8%	Digital Display

## MULTIPLE TACTICS

Connect with audiences while they are driving and most likely to come across motorcycles. This is when they are most receptive to educational messaging about motorcycle safety and likely to modify their driving behavior.

## MEASURING SUCCESS

- Goal is to reach 80% of target audience.
- Measurement inputs:
  - Impressions
  - People reached
  - Frequency of message



### OUTDOOR

Objective: Reach large and diverse audiences with impactful creative while they are actively driving.



- 25+ billboards
- Placed near high-crash intersections
- Placed around high-travel corridors leading up north
- Bus tails in Detroit, Grand Rapids, Flint
- Estimated impressions: 11M+
- Measurement KPI: Impressions

### GAS STATION TV

Objective: Target audiences who frequently travel areas near high-crash intersections, allowing high frequency of messaging.



- Near target crash intersections
- Estimated impressions: 2M+
- Measurement KPI: Impressions

### SOCIAL MEDIA

Objective: Reach targeted audiences where they are spending 2.5 hours a day on average and engaging with content.



- Animated ads, :15 and :06 videos on Instagram (40%), Snapchat (40%) and Reddit (20%)
- Estimated impressions: 2M+
- Goal length of video view: 8 seconds (2023 actual: 8 seconds)
- Measurement KPIs: Video views, engagements (clicks, likes, shares, comments)

### EARNED MEDIA

Objective: Extend reach of paid media campaign through local and statewide media outlets.



- Press release promoting Motorcycle Safety Awareness Month
- Measurement KPI: impressions, estimated media value

### OWNED MEDIA

Objective: Extend reach of paid media campaign through state-controlled channels.



- Organic social post content provided to MDOS
- Website refresh/optimization — includes materials updates as needed
- Work with MDOS to secure placements in state facilities such as rest areas and welcome centers, MVN TV placements, MDOT digital boards

### CONNECTED AUDIO

Objective: Reach targeted audiences while they are immersed in content they spend nearly 2 hours a day listening to.



- :30 audio spots on Spotify and other audience-targeted streaming services
- :30 radio spots across MAB's network of radio stations statewide
- Estimated impressions: 2M+
- Goal listen-through rate: 95% (2023 actual: 95%)
- Measurement KPIs: Impressions, listen-through rate

### GEOFENCING DISPLAY

Objective: Build frequency of touch points with targeted audiences who are regularly traveling through high-crash intersections.



- Intersection geoframing with weather triggering (cloudy, sunny and non-rainy days) only during day
- Estimated impressions: 2.8M
- Goal click-through rate: 0.15% (2023 actual: 0.13%)
- Measurement KPIs: Impressions, click-through rate

## KEY SURVEY FINDINGS

- Young adult drivers are reporting better driving behaviors related to motorcyclists
- Drivers, especially young drivers, are increasingly aware that intersections and city streets are the most common crash location
- Recall of the campaign is similar to 2021 levels
- Early signs that motorists are viewing motorcyclists with less empathy

## CRASH DATA INSIGHTS (2018-2022)

- 80% of crashes between motorcyclists and other vehicles happen between May and Sept.
- Crashes occur most often:
  - 3-7 p.m., Friday, Saturday and Sunday
  - On major thoroughfare roads (multiple lanes, speed limits of 45-55 mph) and at intersections
- Vehicles turning left into a motorcyclist going straight at an intersection is the most frequent crash occurrence
- Severe crashes concentrated in metro Detroit, Grand Rapids, Flint, Kalamazoo and Lansing

## CAMPAIGN LEARNINGS & OPPORTUNITIES

- Time to refresh campaign creative, add new messages
- Drivers know blind spots are dangerous but knowledge of forward blind spots is very low
- Media placements are effectively reaching young adults
- Crashes are now most common on weekends
- Shorter social videos needed to best engage audiences
- Exploring new opportunities for meaningful engagement with young adult drivers to supplement and amplify effectiveness of core tactics — out-of-home, radio/audio, Gas Station TV
- Updates and optimizations to website needed
- MDOS would like simplified, sharable reporting in 2024

2023-24

				Oct		Nov				Dec				Jan				Feb				March				April				May				June				July				Aug				Sep										
				2	9	16	23	30	6	13	20	27	4	11	18	25	1	8	15	22	29	5	12	19	26	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	30
<b>Step 1: Listen, Learn, Lead</b>				<b>Resources</b>				<b>Hours</b>				<b>Budget</b>																																												
From the very beginning, we want to create a culture of collaboration with your team. The first step is listening to you – where you’ve been, where you want to go and what you want to achieve. Our account and project management staff will lead the process in collaboration with MDOS to deliver on all the approved work to meet MDOS’s goals.																																																								
<b>Annual kick off meeting</b> Gúd will host (virtually and/or in person) a 60 minute meeting with the MDOS team • Confirm goals and objectives for each new year • Discuss initial primary research recommendations, budget and timing • Discuss current broad project timing and milestones  <b>Submit revised Project Plan</b> (based on decisions made in intake meeting) to the MDOS program manager for final approval. The project plan will include: • Title of personnel assigned the project • Project breakdown shadowing sub-projects, tasks, resources and staff required  <b>Account Management</b> Maintenance of excellent communications with MDOS and partners and stakeholders, as appropriate – including a maximum of 24 hours to respond with expected timeline to expect information requested				Client Services Director Account Manager Research Manager & Strategist Project Manager				175				\$22,750																																												
<b>Deliverables:</b> - Revised project plan based on decisions made in kick-off meeting - Detailed workplan showcasing steps, timing and expectations - Ongoing account management - Account manager services that include task assignment, scheduling, performance reporting - Weekly program status overviews and updates - Monthly comprehensive program report with status, updated tasks list and KPIs																																																								
<b>Step 1 Total Hours and Budget</b>				<b>175</b>				<b>\$22,750</b>																																																
<b>Step 2: Discover the Why</b>				<b>Resources</b>				<b>Hours</b>				<b>Budget</b>																																												
This phase is all about the why. We uncover insights that cultivate a deep understanding of inclusion, diversity and equity issues relating to your audience of focus. When complete, we get clear about what we can do to help MDOS achieve greater results. This crucial information step is based upon:																																																								
<b>Secondary Research:</b> Evaluate other campaigns best practices for strategic insights				Strategic Coordinator				10				\$1,300																																												
<b>Primary Research</b>																																																								
<b>Crash Data Analysis,</b> a dive into crash data to define audiences, geographic priorities, crash definition				Research Manager & Strategist Strategic Coordinator				35				\$4,550																																												
<b>Statewide survey:</b> Annual measure of knowledge to inform messaging and targeting. • Questionnaire Development • Survey pre-testing • Survey monitoring • Data Review and Analysis • Create report of findings • Present report of findings				Research Manager & Strategist Strategic Coordinator Account Manager Account Coordinator				100				\$13,000																																												
<b>Deliverables:</b> • Summary report of secondary data and crash data findings to inform marketing plan • Summary report of survey findings																																																								
<b>Step 2 Total Hours and Budget</b>				<b>145</b>				<b>\$18,850</b>																																																
<b>Step 3: Uncover Solutions</b>				<b>Resources</b>				<b>Hours</b>				<b>Budget</b>																																												
Teams are launched and ideas are shared. This is where we harness the power of our team and yours to build the tactical road map to MDOS’s success.																																																								
The <b>campaign brief</b> is developed based on the research results from the primary research phase.				Research Manager & Strategist				5				\$650																																												
Paid, Earned and Owned managers are launched and develop a comprehensive marketing plan for the upcoming campaign including:																																																								
<b>Earned - Motorcycle Safety Awareness Month; tell impactful stories</b> • Press release, media advisory, outreach, etc. • Solicit stories, content development, media pitch  <b>Owned</b> • Welcome center signage • Toolkit materials audit and updates				Account Supervisor Earned Media Manager Owned Media Manager Research Manager & Strategist Account Coordinator Media Manager				31				\$4,030																																												
<b>Deliverable:</b> Approved strategic marketing plan, including KPIs, established benchmark and goals, and reporting plan																																																								



Motorcycle Safety and Education Awareness Project Plan October 2023 - September 2024

10/10/23

				Oct		Nov		Dec		Jan		Feb		March		April		May		June		July		Aug		Sep																														
				2	9	16	23	30	6	13	20	27	4	11	18	25	1	8	15	22	29	5	12	19	26	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	2	9	16	23	30
<b>Step 5: Create Meaningful, Measurable Impact</b>	<b>Resources</b>	<b>Hours</b>	<b>Budget</b>																																																					
Güd Marketing's proven process is designed to provide not only positive results but also those that are purposeful and measurable and can be experienced by people in a significant way. We will provide MDOS with a return on investment by showing impact and success metrics of the campaign.																																																								
Ongoing assessment of the greatest issues of concern among stakeholders such as ABATE  Multitactical digital strategy to continuously collect meaningful feedback in real time. We commit to having media reports within 30 days of the final buy and placement. We also commit to a final report and meeting within 30 days of the last day of the contract.  Data collection and analysis including marketing KPI measurement, qualitative data comparison, TapClicks, Meltwater, Hootsuite, Google Analytics and Facebook Insights, to measure multiple KPIs as identified in the launch meeting (e.g., audience reach and frequency, toolkit assets download, dashboard visits, etc.)	Account Supervisor Research Manager & Strategist Account Coordinator Digital Specialist Paid Media Manager Paid Media Traffic Coordinator	54	\$7,020																																																					
<b>Summary of Program Activities</b>																																																								
Complete summary of all program activities and findings including insights to advise future efforts (annual full campaign performance highlights)	Account Supervisor Art Director Research Manager & Strategist Account Coordinator	30	\$3,900																																																					
	Paid Media Manager	6	\$0																																																					
Media Buy Reporting: Güd Marketing will submit a report for all media buys within 2 months after the media buy concludes (media schedule)	Paid Media Manager	8	\$0																																																					
Media Placement Report: Güd Marketing will conduct a post-buy review of the media buy placements and create a report based on the findings. This report will be delivered to the State 2 months after the conclusion of the campaign	Paid Media Manager	8	\$0																																																					
Presentation of campaign results and key findings, alongside MDOS, as needed	Account Supervisor Research Manager & Strategist Account Coordinator	10	\$1,300																																																					
Güd will submit quarterly reports to the MDOS Program Manager and Contract Administrator within 30 days of the beginning of each quarter	Account Supervisor Account Coordinator	7	\$910																																																					
<b>Deliverables:</b> - Monthly digital reporting - Quarterly reports outlining agreed upon KPI performance and campaign data - Annual full campaign performance highlights and recommendations																																																								
<b>Step 5 Total Hours and Budget</b>		<b>123</b>	<b>\$13,130</b>																																																					

**Total Campaign Budget \$299,910**

Michigan Law Links

Michigan Law Links

Updated July 29, 2024

MCL 257.312(c): <http://legislature.mi.gov/doc.aspx?mcl-257-312c>

MCL 257.801(1)(n): <http://legislature.mi.gov/doc.aspx?mcl-257-801>

Public Act 119 of 2023

[legislature.mi.gov/documents/2023-2024/publicact/htm/2023-PA-0119.htm](http://legislature.mi.gov/documents/2023-2024/publicact/htm/2023-PA-0119.htm)

Motorcycle References: Pages 74 & 82

# MICHIGAN 2024-2026

TRIENNIAL HIGHWAY SAFETY PLAN

JUNE 30, 2023

*REVISED SEPTEMBER 14, 2023*





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## Mission

The Mission of the Michigan Office of Highway Safety Planning (OHSP) is to save lives and reduce injuries on Michigan roads through leadership, innovation, facilitation, and program support in partnership with other public and private organizations.

## Our Vision is

To be a catalyst for the development and implementation of innovative ideas, while encouraging the adaptation of successful strategies.

To have a fully integrated problem-solving process that is fundamental to all decision making.

To be a leader in cultivating and supporting traffic safety initiatives at the state and local level.

To have a work environment that fosters enthusiasm, creativity, integrity, and commitment.

## Executive Summary

Our transportation system plays a vital role in economic growth, moving people to jobs, products to markets, and connects citizens and visitors to a variety of destinations. As a society, we should not accept casualties as a foregone consequence of using the highway system. Michigan residents, state, and local government officials must work collectively toward achieving zero fatalities and incapacitating injuries on our roadways. Our belief is that any death is one too many and we must work toward preventing as many injuries and saving as many lives as possible using the resources available.

The Michigan OHSP coordinates a statewide behavioral highway safety program using federal funds administered through the National Highway Traffic Safety Administration (NHTSA).

Funds are primarily used to change road users' behaviors by:

- Enforcing traffic laws.
- Increasing drivers' perception of the risk of being ticketed for non-compliance.
- Increasing public awareness of the dangers of high-risk behavior.
- Informing system users of the best way to avoid or reduce the severity of a crash.

Through data analysis and targeted use of resources, the OHSP provides leadership, innovation, and program support in partnership with state, county, tribal, and community traffic safety leaders, professionals, members, and organizations.

## The Bi-Partisan Infrastructure Law Highway Safety Planning Process and Problem Identification

### Highway Safety Planning Process

The highway safety planning process is circular and continuous. At any time during the year, the OHSP is working on previous, current, and upcoming fiscal year plans.

The Strategic Highway Safety Plan (SHSP) serves as the principal planning document. This Triennial Highway Safety Plan (3HSP) is developed from the SHSP to:

- Maximize integration and use of data analysis resources.
- Represent driver behavior issues and strategies.
- Use any statewide safety committees to obtain input from state and local traffic safety partners.

The OHSP ensures that the goals and objectives contained in the SHSP are considered in the development of the 3HSP and fully incorporated whenever possible. The OHSP reviews the SHSP and 3HSP to identify any gaps in addressing driver behavior issues and eliminate any redundancy for the maximum use of resources.

Each step of the planning process is identified below:

1. Problem Identification
2. Goal Determination and Analysis
3. Countermeasure Strategies
4. Performance Measures
5. Traffic Safety Partner Input
6. Budget Development
7. Project Selection

The data sources used by the OHSP include:

- Live traffic crash data (including fatality and injury) from the Michigan Criminal Justice Information Center (CJIC)
- Final statewide traffic crash data (including fatality and injury) from 2022
- NHTSA Fatality Analysis Reporting System (FARS) Data
- Enforcement data from 2022
- Judicial data from 2022
- Census data from 2021

Data analysis continues year-round, with intensified efforts early in the 3HSP and project development plan process. The timeliness, accuracy, completeness, uniformity, integration, and accessibility of the traffic crash data allow current information to be incorporated into program development and implementation. Examples include which days of the year have the most alcohol- or drug-involved crashes, how driver age affects fatal crashes, which areas of a given county have the most nighttime crashes, or the demographics involved in fatal and suspected serious injury motorcycle crashes.

### **Problem Identification**

The process of identifying traffic safety problems is integral to the planning process. Information used in identifying problems includes:

- Michigan state crash, conviction, vehicle, roadway, traffic, and survey data
- OHSP program effectiveness studies
- Demographic and other census data
- National surveys
- Other relevant data

These data sets are used, as appropriate, in trend, factor, and other analyses of each program area. The identification process is located under the justification section of each program plan. In the individual program areas, further program needs, and justification is identified.

The OHSP, working with various traffic safety partners, has access to a variety of tools during problem identification. Authorized agencies can access the crash database directly through a variety of interfaces, including websites and query tools. For the general public, the University of Michigan Transportation Research Institute (UMTRI) hosts the OHSP-sponsored Michigan Traffic Crash Facts (MTCF) website. This website includes more than 100 tables addressing

the most common crash data needs, including an archive dating back to 1992. The website also includes fact sheets for state and county data and a query tool that allows users to build their own data queries, mapping tools, charts, tables, and geographic information system capability. In addition, the MTCF users have access to the traffic crash reporting forms, minus personal identifiers, submitted to the Michigan State Police CJIC Crash Section by law enforcement officials.

The OHSP problem identification process is based on trend data reported from the previous five years. Data analysis is conducted for the OHSP by an independent outside source to ensure that no bias is attached to the results. For fiscal year (FY) 2024-2026 planning, the OHSP's problem identification was conducted by research biostatisticians from the UMTRI with a specific concentration on underserved and at-risk populations.

For public participation and engagement, the OHSP took each affected community's unique feedback into consideration and took a nuanced approach to incorporate them. Please reference the Public Participation and Engagement section for details description of incorporation to the 3HSP.

Michigan's highway safety planning process includes the components of 23 C.F.R. 1300.11(b). In addition, feedback from the NHTSA management reviews, including traffic records strategic plans and other reviews of program areas, are incorporated into the planning process. Priority is given to the NHTSA Administrator's Motor Vehicle and Highway Safety Priorities, as well as overlapping the Federal Highway Administration and the Federal Motor Carrier Safety Administration safety priorities and goals. The latest version of NHTSA's [Countermeasures That Work, Tenth Edition 2020](#) is used as part of project development.

The OHSP utilizes the NHTSA Assessment final reports for countermeasure strategies specific to Michigan. Below are the most recently completed assessments:

- Impaired Driving
- Motorcyclist Safety
- Pedestrian and Bicyclist Safety
- Emergency Medical Services (EMS) NHTSA Program Assessment
- Occupant Protection NHTSA Program Assessment
- Teen Driver NHTSA Program Assessment
- Traffic Records NHTSA Program Assessment

### **State Overall Highway Safety Problems**

The 3HSP is coordinated with state and national strategic plans and related operational plans and guidelines, and especially with the Michigan Strategic Highway Safety Plan. The items of highest priority in the Strategic Highway Safety Plan are listed below:

- Improve Safety Culture, Safety Data, and Safety Technology
- Reduce Driver Distraction/Improve Driver Alertness
- Reduce Alcohol and Drug-Impaired Driving
- Reduce the Incidence and Severity of Motorcycle Crashes
- Improve Driver Performance (Teens, Older, Competent)
- Improve Non-Motorist Safety
- Increase Occupant Protection
- Curb Aggressive Driving/Reduce Speed-Related Crashes

Failure to be ranked in the high priority highway safety issue areas for the 2023-2026 SHSP does not mean the topic is unimportant, nor does it mean the OHSP will discontinue planned or

on-going initiatives that have demonstrated results. Initiatives such as making commercial motor vehicle travel safer, enhancing EMS to increase survivability, reducing vehicle-train crashes, improving incident management, improving work zone safety, safe travel in bad weather, and reducing deer/other animal crashes will still be pursued. Discussion of the [Michigan 2023-2026 Strategic Highway Safety Plan](#) has occurred and is posted on the [OHSP website](#). Priorities will be set as part of that process, and it is expected they will be like the priorities in our current plan.

### **Sociodemographic Data**

The OHSP works closely with the UMTRI to analyze state data. Where crashes and injuries are occurring, the OHSP is reviewing sociodemographic data to determine who, what, where, why, and when this problem is affecting. Sociodemographic data was utilized to identify the public participation and engagement efforts that were conducted. This includes drivers aged 20 and younger, commercial motor vehicle drivers, older drivers, City of Detroit citizens, Upper Peninsula (U.P.) citizens, Northern Lower Michigan citizens, and bicyclists.

The UMTRI interfaces with census data that includes sociodemographic information. One example is to examine the spoken languages in affected communities.

## **Public Participation and Engagement**

### **Triennial HSP Engagement Planning**

#### Goals

In FY 2023, the OHSP focused on having two-way conversations with existing partners and the public to actively solicit feedback on the traffic safety issues seen in communities across Michigan.

Goals of outreach and engagement are to:

1. Raise awareness of traffic safety in the community.
2. Educate the public and other organizations about the 3HSP and programs in the community.
3. Provide opportunities for input from the community at the various steps to ensure the active voice of the community.
4. Provide opportunities to influence decision-making of the 3HSP and programs.

The rationale for each of these goals includes the following principles:

- **Awareness** – Stakeholders must be aware of the planning process before they can participate.
- **Education** – Stakeholders must be educated and knowledgeable about the 3HSP and programs before they can participate effectively.
- **Input** – Stakeholders knowledge and perspectives help the planning team verify or expand on available information.
- **Decision-making** – Stakeholders and the community are encouraged to engage in the decision-making process.
- **Open and public process** – The public has a right to participate, to offer ideas and concerns within their communities.

Michigan-specific ongoing goals are listed below:



- The OHSP will act and use information from public engagement to inform the contents of the 3HSP.
- Incentivize current grantees to assist the OHSP with connecting with local groups or residents of underserved communities. The OHSP will include this topic at all FY 2024 grant orientation meetings.
- Add a new section to OHSP Grant Management Requirements that applicable grantees connect the OHSP with their community, gather feedback, and provide as part of a grantee quarterly progress report.
- Encourage grantees to act on feedback received in their community and develop/conduct local education based on information received.
- Conduct public engagement meetings each federal fiscal year covering different regions of the state. The exact number of events will depend on the results of the data analysis.
- Identify underserved communities by looking at data differently. Public engagement will be implemented through direct conversations with the public. This will foster an exchange of information where the OHSP brings in diverse data sets and the community shares their experiences and ideas.
- The OHSP plans to conduct public engagement meetings throughout each federal fiscal year covering different regions of the state.

## Identification

As the OHSP prepares for a three-year public participation and engagement plan, we will start the development to include, but not limited, to the following categories from Michigan's FY 2023-FY 2026 SHSP:

- High-risk behaviors (Distracted Driving, Impaired Driving, and Occupant Protection)
- At-risk road users (Commercial Motor Vehicle Safety, Drivers Aged 20 and Younger, Motorcycle Safety, Pedestrian and Bicycle Safety, and Senior Mobility Safety)
- Engineering infrastructure (Traffic Safety Engineering)
- System administration (Traffic Incident Management and Traffic Records)

The OHSP reviewed datasets per analyses by the UMTRI through counts, rates, vehicle-miles traveled (VMT) rates, ages, road conditions, environmental factors, driver license status, impacts from the pandemic, time of day, day of week, and regions across the state including particular emphasis on underserved communities and communities overrepresented in the data. This provided a significant change from previous methodologies that emphasized crash data counts only.

With this information, the specific communities the OHSP identified at the outset of the process to seek input from were drivers, aged 20 and younger, commercial motor vehicle drivers, older drivers, City of Detroit citizens, U.P. citizens, Northern Lower Michigan citizens, and bicyclists.

**Drivers aged 20 and younger** were identified based on the analysis of rates of traffic crash data, age demographics, rates of driver license data, and proportions.

- From 2017-2021, 5.4 percent of all crashes involved a driver aged 15-17 (almost double the proportion of licensed drivers of this age group of 2.9 percent) and 11.6 percent of crashes involved a driver aged 18-20 (almost triple the proportion of licensed drivers of this age group of 4.0 percent).

**Commercial Motor Vehicle (CMV) drivers** were identified based on the analysis of rates of traffic crash data, vehicle type demographics, and environmental conditions.

- From 2017-2021, a total of 78 percent of all CMV crashes occurred under daylight conditions, compared with only 61.2 percent of crashes that did not involve a CMV.

**Older drivers** were identified based on the analysis of rates of traffic crash data, vulnerability factors/outside of the vehicle, age demographics, societal factors, day of week, road conditions, and environmental factors.

- 23 percent of pedestrians killed in Michigan in 2021 were ages 65 and older.
- Senior driver crashes had been gradually increasing from 2017 to 2019. In 2020, probably impacted by the pandemic, there was a sharp decrease in senior driver crashes (-28.1 percent from 2019) followed by an increase in 2021 (+23.9 percent from 2020).
- Senior drivers are involved in more crashes during weekdays (9 a.m. to 6 p.m.), in daylight conditions, and in clear weather, which are consistent with their travel patterns.

**City of Detroit citizens** were identified based on the analysis of traffic crash data counts, location data, and mode of transportation.

- From 2017-2021, Detroit had the most bicyclist and pedestrian fatalities of any city with 191. The second largest number of bicyclist and pedestrian fatalities in a city during the five-year period was Grand Rapids with 32.

**U.P. citizens** were identified based on the analysis of rates of traffic crash data, vehicle miles traveled, and regional location.

- The 2021 fatality rate in the U.P. of 1.27 deaths per 100 million miles of travel is an increase from the 2020 fatality rate of 1.16 and is higher than the 10-year average of 1.05 (2012-2021).

**Northern Lower Michigan citizens** were identified based on the analysis of rates of traffic crash data, regional location, impairment specific to drugs, crash types, and population density.

- 2017-2021 fatalities in drug-involved crashes as a percentage of the total fatalities were 20 percent or higher in 8 of the 11 counties that make up the Northern Lower Traffic Safety Network, with 50 percent of fatalities being drug-involved in Montmorency County.
- Crash types of single vehicles were much more common in rural crashes (74.4 percent) than urban crashes (17.5 percent).

**Bicyclists in Kalamazoo** were identified based on the analysis of traffic crash data counts, location, and vulnerability factors/outside of the vehicle.

- There were 157 bicycle-involved crashes in Kalamazoo between 2017-2021, the fourth highest ranking city of bicycle-involved crashes in Michigan.

## Triennial HSP Engagement Outcomes

### Steps Taken

The data included in the above section influenced the communities the OHSP engaged by determining which existing community meeting groups to seek out. The OHSP pursued opportunities for engagement both by location and by topic area including particular emphasis on underserved communities and communities overrepresented in the data. It was important to the OHSP to join in on these conversations to meet people where they are instead of creating separate meetings that dictate government directives.

### Engagement Activities

Engagement opportunities conducted in FY 2023 were:

1. Drivers aged 20 and younger action team virtual meeting on May 4, 2023
  - This opportunity allowed for pertinent information to be discussed directly with individuals who work to create programs to keep young drivers safe.
2. MTSC hybrid meeting on May 10, 2023
  - This opportunity not only allowed for direct discussion with individuals that work in the commercial motor vehicle industry, but also with executive leadership that address CMV issues across Michigan.
3. Senior Mobility Action Team virtual meeting on May 11, 2023
  - This opportunity allowed for pertinent information to be discussed directly with individuals who work to create programs to keep senior drivers safe. There were also direct discussions with senior drivers.
4. Older Michiganians Day at the Capitol in-person event on May 17, 2023
  - This opportunity was designed to reach older drivers and pedestrians directly at an existing venue where they showed up for their community. There were no previous connections or relationships – simply walking up to individuals to initiate conversations was the strategy.
5. Detroit East Village Safety Fair in-person event on May 17, 2023
  - This opportunity was designed to reach pedestrians, bicyclists, and drivers directly at an existing venue where they showed up for their community. There were no previous connections or relationships – simply walking up to individuals to initiate conversations was the strategy.
6. U.P. Traffic Safety Network in-person meeting on May 22, 2023
  - This opportunity allowed for pertinent information to be discussed with not only U.P. residents, but also with executive leadership that address traffic safety issues across the U.P.
7. Northern Lower and Traverse Bay Area Michigan Traffic Safety Network in-person meeting on June 5, 2023
  - This opportunity allowed for direct discussion with individuals representing regional communities across the northern lower peninsula. People that live, work, and commute in these communities were part of the discussion.
8. Kalamazoo Bicycle Program Steering Committee virtual meeting on June 21, 2023
  - a. This opportunity allowed for pertinent information to be discussed directly with individuals who create programs to keep bicyclists safe in the Kalamazoo area and people who are bike riders.

Based on the communities engaged, the OHSP also had communications with law enforcement and metropolitan planning associations. These groups can assist us with ongoing conversations to help support outcomes of the meetings. They are individuals representing regional communities across the state. Law enforcement officers were identified based on the

analysis of OHSP grant status reports, employment data, and traffic safety countermeasures. There has been a significant decrease in law enforcement staffing in Michigan. In 2022, there were 18,345 officers which is a decrease from 22,488 officers in 2001. This has resulted in a decrease in traffic safety enforcement. Michigan law does not currently allow automated enforcement. There are varying opinions on pending legislation on automated enforcement in construction zones.

### Accessibility Measures

The OHSP connected with these community groups in the format presented by the specific groups. The OHSP did not select the format of each group meeting, this was a decision made by the affected communities during initial contact. The meetings included completely virtual connections with and without video/transcriptions. There were a few meetings that were completely in-person by a regional community such as the Upper Peninsula Traffic Safety Network meeting held in Escanaba, Michigan, which is about a 6-hour drive from the OHSP office. The OHSP staff encouraged a variety of forms of communication including sharing verbally during discussions, filling out paper surveys, and providing contact information for individual follow-up via phone or email. The OHSP staff also attended a public event which reduced accessibility barriers by having even more direct conversations with citizens of varying ability levels. The OHSP continues to make staff available in a multitude of ways including phone calls, emails, virtual access, in-person, traveling, and more.

### Results

Overall, the OHSP was satisfied with the amount of engagement completed in FY 2023. It was a significant challenge with many lessons learned but connecting with communities in this unique way reignited our determination to improve traffic safety for Michigan citizens.

### Attendees and Participants

Among the groups that the OHSP engaged in FY 2023, there was a diverse range of individuals. Sometimes it was a direct connection with members of the affected community, and sometimes it was a group of people advocating for them. The OHSP staff engaged these groups through verbal discussions, paper surveys, in-person connection, virtual connection, and email follow-up. Below is a listing of each group engaged by the OHSP in FY 2023 and a description of participants.

1. Drivers Aged 20 and younger action team virtual meeting on May 4, 2023
  - Members of the public, private companies, and state agencies
2. MTSC hybrid meeting on May 10, 2023
  - CMV public and private entities
3. Senior Mobility action team virtual meeting on May 11, 2023
  - Members of the public, private companies, and state agencies
4. Older Michiganians Day at the Capitol in-person event on May 17, 2023
  - Members of the public – those that shared their local communities resided in East Lansing, Detroit, Adrian, Holt, and Oakland County
5. Detroit East Village Safety Fair in-person event on May 17, 2023
  - Members of the public – those that shared their local communities resided in Wayne and Oakland Counties
6. U.P. Traffic Safety Network in-person meeting on May 22, 2023
  - Members of the public, private companies, school district representatives, and state agencies – those that shared their local communities resided in Marquette (county and city), Baraga, Newberry, Ontonagon, Houghton, Escanaba, Dickinson County, Alger County, Delta County, and Keweenaw Counties.

7. Northern Lower and Traverse Bay Area Michigan Traffic Safety Network in-person meeting on June 5, 2023
  - Members of the public, private companies, and state agencies
8. Kalamazoo Bicycle Program Steering Committee virtual meeting on June 21, 2023
  - Bicyclists, bicycle safety advocates, and municipal leaders

### Summary of Issues Covered

With each engagement activity the OHSP was a part of in FY 2023, the staff began by providing background on the “why” behind this discussion. The OHSP introduced themselves, shared the data, and asked the following talking points brought to each group that was engaged:

- What is the biggest traffic safety issue seen on the roadways?
- What is important to you?
- What will work in your community?
- What resources are needed?
- Who else in your community can speak to these issues?

The feedback from each group engaged is listed below:

- **Drivers Aged 20 and younger action team virtual meeting on May 4, 2023**
  - What is the biggest traffic safety issue seen on the roadways?
    - Speeding
    - Distracted Driving
    - Communication between drivers
    - Signaling
    - Breaking
    - Aware of surrounding and what other vehicles are going to do
    - Cell phone
    - Tailgating
    - Park in the passing lane
    - Aggressive Driving Behavior
  - What is important to you?
    - Courtesy and behaviors contributing to drivers on our road
    - Enforcement education is a part
    - Safe system preventing or reducing the kinematics of a crash
    - Not specific to younger drivers but as they get more experienced can reduce those numbers
    - Family members
    - Arriving safely to my destination
  - What will work in your community?
    - Better driver education and Graduated Driver’s Licensing (GDL)
    - More enforcement
    - Better driver improvement classes for offenders
    - Urban vs. Rural
  - What resources are needed?
    - Utilize Safe System Approach
    - Prioritize education and practicing of driving

- More than a test and read a book, pass a test, receive a license, and get on the road and share the road
  - GDL regardless of age, teach in the school, financial struggle for those less fortunate
  - Examine local issues (Urban vs. Rural)
  - Practicing with the parents and or legal guardian more
  - People do not have to take driver education once they reach a certain age and can take a road test. Financial issue with being able to have the ability, concerns with not going down the road with safety since the program has been removed from the schools and private companies to administer.
  - The Supervised Driving Guide stresses the importance of level one license restrictions, the move over law and commercial vehicles. Adults/guardians must pull their own weight for teen driver safety.
- Who else in your community can speak to these issues?
  - American Association of Retired Persons really emphasizes and content about sharing the road with other vehicles, CMVs, bicycles, and motorcycles.
- **MTSC hybrid meeting on May 10, 2023**
  - What is the biggest traffic safety issue seen on the roadways?
    - Distracted driving
    - Impaired driving
  - What is important to you?
    - Road conditions
    - Traffic safety needs to be a priority
    - Highlight the number of children killed
    - Need to educate new drivers prior to licensing
    - Outreach for senior drivers
  - What will work in your community?
    - Focused messaging - geofencing to target audiences
    - Enforcement, education, and legislation
  - What resources are needed?
    - No responses
  - Who else in your community can speak to these issues?
    - Driver education instructors and their statewide organization
- **Senior Mobility Action Team virtual meeting on May 11, 2023**
  - What is the biggest traffic safety issue seen on the roadways?
    - Distracted Driving
    - Excessive Speed
    - Left hand turns where to position the vehicle
    - Green arrow
    - Move properly on round about
    - Construction and behaviors

- Aggressive Driving
- What is important to you?
  - Getting home safely to loved ones
  - Setting a good example for children
  - Education on appropriate car seat and proper buckling
  - Teaching children safe car habits and kids being buckled in car seats
- What will work in your community?
  - Next Door App
  - Social Media Apps
  - Bulletins at Senior Centers
  - Subdivision Annual Meetings
  - Facebook Subdivision Page
- What resources are needed?
  - Financial resources
- Who else in your community can speak to these issues?
  - Going to Senior Citizen and engage/questions residents
  - Daycares
  - New Driver groups and asking questions
- **Older Michiganians Day at the Capitol in-person event on May 17, 2023**
  - What is the biggest traffic safety issue seen on the roadways?
    - Distracted Driving
    - Bicycle Paths
    - Respect for Pedestrians
    - Speed
    - Patience
    - Selfishness
    - No Regard for human life
    - Scooters are hard to see
    - Aging Drivers
    - Lack of paying attention
    - Orange Construction Barrels
  - What is important to you?
    - Consistency of bus route times running
    - Capitol Street now a two-way when used to be one-way
    - Driving etiquette
    - Oakland County advocating for speed bumps on roads
    - Safety of others
    - Being able to use transportation and not be tied down due to being in a wheelchair
  - What will work in your community?
    - Spec-Tran
    - Uber
    - Capital Area Transportation Authority
    - Assist with the disabled population

- What resources are needed?
  - Availability of updated bus schedules
  - Timing of traffic lights to be longer to allow for more time for pedestrians and drivers
  - Flags on scooters and electric wheelchairs
  - Education on bike lanes
  - Delivering content with the message of ramifications and how they would affect them personally
  - Transportation available for those wheelchair-bound
- Who else in your community can speak to these issues?
  - Riverview Terrace elderly community
- **Detroit East Village Safety Fair in-person event on May 17, 2023**
  - What is the biggest traffic safety issue seen on the roadways?
    - Accidents where construction merges traffic
    - Potholes
    - People not paying attention to speed limits
    - Drivers on their phones
    - Constant construction – causes confusion
    - Reckless Driving – individual drivers distracted
    - Speeding
    - Need more stop signs in communities
    - People are not fearful of police, will break laws right in front of cops.
  - What is important to you?
    - Needs proper signage
    - We need more visible enforcement
    - Potholes need fixed, roads are so bad
    - Speeding, everyone goes too fast in town
    - Drivers need to slow down
    - More cops might stop people looking at phones while driving
    - Having visible signs to know speeds and construction
    - The safety of my family in the car
    - Let police be police, there are too many community policies and procedures that interfere with police duties.
  - What will work in your community?
    - Roads need to be drivable, fix all the potholes in town
    - Speed traps
    - More cops in the neighborhoods
    - Fixing the roads
    - We need a lot more speed bumps installed and more stop signs – the blinking ones
    - Speed bumps or those rumble strips they use on the highway.
  - What resources are needed?
    - We need a reporting app on our phones. One that is simple to use, and you can report issues, like potholes or people not stopping. We can snap a picture and send it



- More cops
  - More signals for walkers to use at the lights
  - Better distracted driver laws
  - We need more surveillance locally
  - Uniformity in all the different police departments around Detroit
- Who else in your community can speak to these issues?
  - No responses
- **U.P. TSN in-person meeting on May 22, 2023**
  - What is the biggest traffic safety issue seen on the roadways?
    - Distracted driving
    - Expectations exceed abilities as tourism continues to be fostered
    - Data collaboration via complete and accurate reporting mechanisms
    - Lack of high-speed public transportation for all ages and socioeconomics
    - Speed differentials and the lack of driving skills
    - Lack of personal accountability
    - Speeds in changing areas of the city
    - How vehicles, pedestrians, bikes interact
    - Access to Lake Superior by crossing trunkline roads
    - Aggressive driving
    - Lack of road patrol officers
    - Increased speed
    - Congestion in Escanaba
    - Impaired driving
    - Intersections
    - Speeds in passing lanes
    - Lack of passing opportunities
    - Off Road Vehicle/snowmobile crossing and parallel trails
    - Winter driving, mostly not locals
    - Cannabis awareness/driving impact
    - Drivers running school bus red lights/illegal passing
    - Driving too fast for conditions
    - Phone use
  - What is important to you?
    - Lane departure is the highest type of crash in the U.P.
    - More respect for law enforcement
    - Speeds lowered
    - Establish safe parking area/eliminate unsafe area
    - More access for bicyclists
    - Everyone put down their phone
    - Eliminate distracted driving
    - Roundabouts
    - Safety of workers (snowplow, road construction)
    - Operation Safe Stop – need dedicated funding
  - What will work in your community?
    - Inform the public on promotional campaigns, move their preparedness needle

- Bring the partners together routinely with region specific action plans
  - Thank European transit in rural areas
  - Legislation, like no handheld devices
  - Lower speeds, more signage in various styles
  - New laws or policies such as distracted driving
  - Change in driver behavior
  - More traffic law enforcement
  - Directed enforcement
  - Roundabouts
  - Education
  - Funding
  - Billboards with pictures/stories about local impacted victims/consequences
  - Require bright LED stop lights on all new school buses
  - Better partnerships between school districts and law enforcement
  - Staff
- What resources are needed?
    - Socioeconomic factor, poor people don't invest in snow tires
    - Collaboration of partners – willingness
    - Time and talent with robust data systems that have integration
    - Culture change
    - Funding, legislation, enforcement
    - Money
    - Help from agencies in local area
    - Communication from folks on the ground
    - Increased education
    - Grants
    - Full staff for officers
    - Regional staff, such as Jamie at OHSP
  - Who else in your community can speak to these issues?
    - Emergency services (dispatch, EMS, hospitals, rescue)
    - Regional trauma centers
    - Media
    - Community leaders
    - Groups in the M553 area affected by issues
    - Residents
    - Local law enforcement
    - Judicial side
    - School districts
- **Northern Lower and Traverse Bay Area Michigan TSN in-person meeting**
    - What is the biggest traffic safety issue seen on the roadways?
      - Distracted driving
      - Cell phone use
      - Driver behavior - poor decisions
      - Driver passed a fire truck because of probably being late for work
      - All types of distractions including passengers in the car
      - Road signs

- Eating/drinking
  - Decision making skills are missing while driving/moving a vehicle down the roadway
  - Touch screens (info systems) built into the vehicles
  - People weaving in and out of traffic
  - We need to educate our drivers
- What is important to you?
  - No responses
- What will work in your community?
  - Driver education taught in schools with more attention placed on how to drive by teachers
  - Provide grants for driver education
  - Change the law that they will have to take a course even after age 18
- What resources are needed?
  - More law enforcement to address traffic safety
  - Help for elderly drivers – help them to learn how to properly adjust their seats – there used to be a program like this and if it was funded, they could bring this back – Car-fit.org
  - Training on how to pull a new truck and trailer off the lot for drivers who have no idea how to pull that type of vehicle
  - Training to elderly on taking prescription drugs – elderly prescription hop to get the best deal, and so they don't have pharmacist to oversee the mix of drugs
  - Elderly drivers should have to get a road test again after a certain age
- Who else in your community can speak to these issues?
  - Connect with school boards to get driver's ed back in schools
  - Invite Driver Education providers to TSNs
  - Constant education on how to driver better - driver refresher to reduce risk
  - Connect with Secretary of State to provide a pamphlet on remembering the rules of driving
- **Kalamazoo Bicycle Program Steering Committee virtual meeting**
  - What is the biggest traffic safety issue seen on the roadways?
    - Cell phones – distracted drivers
    - Distracted drivers
    - Speeding
    - People running red lights
    - Autonomous vehicles being confused
    - Too narrow of shoulders
  - What is important to you?
    - No responses
  - What will work in your community?
    - More bike lanes
    - Proper Bicycle training

- Equality for road users
- Bike traffic awareness
- Better training for drivers on bike/pedestrian safety
- Public safety awareness
- Enforcement and penalties
- What resources are needed?
  - Better funding
  - More safety campaigns
  - More leadership
  - Bike subsidy for lower income homes
  - More focus on lower income areas
  - Teaching youth programs
  - Education
  - Bike accessibility of low socioeconomic status, encouraging to bike to school
  - Data on what bike crash countermeasures work best
- Who else in your community can speak to these issues?
  - Trauma injury prevention groups
  - Bike Friendly Kalamazoo website bike clubs
  - Universities and colleges, for bicyclist and pedestrians. Many pedestrian injuries we see in Kalamazoo are people walking to and from parties, bars, etc.

Overall, the main issue in traffic safety discussed was the amount of distracted driving. This was a commonality in all discussions in FY 2023.

The issue of increasing speeds was also a significant concern. In Michigan, several highways saw an increase in speed limits across the state. Topics on the effects of speed will be reviewed by the OHSP and follow-up will be provided.

Another common topic discussed was GDL. Michigan is seeing trends of fewer underage people getting their driver license. Many citizens wait until age 18 to avoid having to take driver education classes.

### Incorporation to 3HSP

The OHSP took each affected community's unique feedback into consideration and took a nuanced approach to incorporate them.

A compilation of all discussion topics was provided to the OHSP program staff so that they will be incorporated into all program planning. Highlighted programs that are impacted by the feedback include:

- Distracted driving
  - Allow current FY 2023 grantees to add distracted driving enforcement into their grant activities for the remainder of the year.
- Speed
  - Include public information and education as part of the OHSP Communications Plan.
- GDL
  - Strengthen partnership with the Michigan Department of State and the Michigan Driver and Traffic Safety Education Association

- Enforcement
  - Allow current FY 2023 grantees to add distracted driving enforcement into their grant activities for the remainder of the year
  - Open the grant funding process up to provide funding to underserved communities yet overrepresented in the data, specifically in northern Michigan communities not funded previously due to low traffic safety fatality counts.

The OHSP will encourage innovative project proposal and grant project submission to implement the communities' comments and views on local traffic safety issues.

The OHSP leadership team will continuously review comments and views as they become available. The OHSP will incorporate addressing public participation and engagement comments and ideas in the proposal scoring chart.

## Ongoing Engagement Planning

### Goals

Goals of continued outreach and engagement are to:

1. Raise awareness of traffic safety in the community.
2. Educate the public and other organizations about the HSP and programs in the community.
3. Provide opportunities for input from the community at the various steps to ensure the active voice of the community.
4. Provide opportunities to influence decision-making of the HSP and programs.

The rationale for each of these goals includes the following principles:

- **Awareness** – Stakeholders must be aware of the planning process before they can participate.
- **Education** – Stakeholders must be educated and knowledgeable about the HSP and programs before they can participate effectively.
- **Input** – Stakeholders knowledge and perspectives help the planning team verify or expand on available information.
- **Decision-making** – Stakeholders and the community are encouraged to engage in the decision-making process.
- **Open and public process** – The public has a right to participate, to offer ideas and concerns within their communities.

Michigan-specific ongoing goals are listed below:

- The OHSP will act and use information from public engagement to inform the contents of the 3HSP.
- Incentivize current grantees to assist the OHSP with connecting with local groups or residents of underserved communities. The OHSP will include this topic at future grant orientation meetings.
- Add a new section to OHSP Grant Management Requirements that applicable grantees connect the OHSP with their community, gather feedback, and provide as part of a grantee quarterly progress report.
- Encourage grantees to act on feedback received in their community and develop/conduct local education based on information received.
- Conduct public engagement meetings each federal fiscal year covering different regions

of the state. The exact number of events will depend on the results of the data analysis.

- Identify underserved communities by looking at data differently. Public engagement will be implemented through direct conversations with the public. This will foster an exchange of information where the OHSP brings in diverse data sets and the community shares their experiences and ideas.
- The OHSP plans to conduct public engagement meetings throughout each federal fiscal year covering different regions of the state.

### Identification

Previously identified communities will be the affected communities moving forward, as well. Drivers aged 20 and younger, CMV drivers, older drivers, City of Detroit citizens, U.P. citizens, Northern Lower Michigan citizens, and bicyclists will continue to be our focus communities for engagement over the next three years.

**Drivers aged 20 and younger** were identified based on the analysis of rates of traffic crash data, age demographics, rates of driver license data, and proportions.

- From 2017-2021, 5.4 percent of all crashes involved a driver aged 15-17 (almost double the proportion of licensed drivers of this age group of 2.9 percent) and 11.6 percent of crashes involved a driver aged 18-20 (almost triple the proportion of licensed drivers of this age group of 4.0 percent).

**CMV drivers** were identified based on the analysis of rates of traffic crash data, vehicle type demographics, and environmental conditions.

- From 2017-2021, a total of 78 percent of all CMV crashes occurred under daylight conditions, compared with only 61.2 percent of crashes that did not involve a CMV.

**Older drivers** were identified based on the analysis of rates of traffic crash data, vulnerability factors/outside of the vehicle, age demographics, societal factors, day of week, road conditions, and environmental factors.

- 23 percent of pedestrians killed in Michigan in 2021 were aged 65 and older.
- Senior driver crashes had been gradually increasing from 2017 to 2019. In 2020, probably impacted by the pandemic, there was a sharp decrease in senior driver crashes (-28.1 percent from 2019) followed by an increase in 2021 (+23.9 percent from 2020).
- Senior drivers are involved in more crashes during weekdays (9 a.m. to 6 p.m.), in daylight conditions, and in clear weather, which are consistent with their travel patterns.

**City of Detroit citizens** were identified based on the analysis of traffic crash data counts, location data, and mode of transportation.

- From 2017-2021, Detroit had the most bicyclist and pedestrian fatalities of any city with 191. The second largest number of bicyclist and pedestrian fatalities in a city during the five-year period was Grand Rapids with 32.

**U.P. citizens** were identified based on the analysis of rates of traffic crash data, vehicle miles traveled, and regional location.

- The 2021 fatality rate in the U.P. of 1.27 deaths per 100 million miles of travel is an increase from the 2020 fatality rate of 1.16 and is higher than the 10-year average of 1.05 (2012-2021).

**Northern Lower Michigan citizens** were identified based on the analysis of rates of traffic crash data, regional location, impairment specific to drugs, crash types, and population density.

- 2017-2021 fatalities in drug-involved crashes as a percentage of the total fatalities were 20 percent or higher in 8 of the 11 counties that make up the Northern Lower TSN, with 50 percent of fatalities being drug-involved in Montmorency County.
- Crash types of single vehicles were much more common in rural crashes (74.4 percent) than urban crashes (17.5 percent).

**Bicyclists in Kalamazoo** were identified based on the analysis of traffic crash data counts, location, and vulnerability factors/outside of the vehicle.

- There were 157 bicycle-involved crashes in Kalamazoo between 2017-2021, the fourth highest ranking city of bicycle-involved crashes in Michigan.

Additionally, the OHSP will identify underserved communities by looking at data differently. Instead of looking at just fatality and serious injury counts, the OHSP will look at factors including but not limited to VMT rates, fatality rates, and crash rates. Additionally, the OHSP is reviewing characteristics of crashes such as ethnicity, overlaying data with census data, etc.

In FY 2024, the OHSP will continue to evaluate crash behavior and assessed risk from the state level to the lowest municipal level. The OHSP will incorporate and overlay other relative data to identify underserved and over-represented communities in Michigan based on the completion of the NHTSA Technical Assistance National Roadway Safety Strategy.

The OHSP realizes that we have further steps to take to identify meaningful outcomes. The OHSP is leveraging existing relationships to help identify local contacts for engaging underserved communities based on the data deep dive results. These events will not simply be meeting attendance, but rather a focused recognition and discussion of traffic safety issues in the community. The OHSP will utilize the following groups and opportunities to reach the identified communities. This is not an extensive list; more opportunities will be included.

- Metropolitan planning organizations
- Tribal communities
- Public forums
- Private entities
- TSN regions
- Governor's Traffic Safety Advisory Commission action teams

Public engagement will be implemented through direct conversations with the public. This will foster an exchange of information where the OHSP will strive to bring in diverse data sets and the community to shares their experiences and ideas.

### Steps

The OHSP will continue to develop, implement, and evaluate outreach efforts throughout FY 2024-FY 2026. Michigan is participating in the NHTSA Technical Assistance Project. The OHSP will rely heavily on this project to look at data differently, and identify the affected and potentially affected communities, including particular emphasis on underserved communities and communities overrepresented in the data.

Once data is analyzed and target areas identified, the OHSP will engage in those communities and/or affected populations. The OHSP will expand its community outreach to obtain more meaningful public participation and engagement. The OHSP will implement accessibility measures such as in-person opportunities, virtual opportunities, hybrid opportunities, meeting

times and day-of-week varieties, languages, hearing-impaired, visually impaired, and physical disability access.

Public engagement meetings will continue throughout the term of the 3HSP and cover different regions of the state. The exact number of events will depend on the results of the data analysis.

The OHSP will incentivize current grantees to assist the OHSP with connecting with local groups or residents of underserved communities. The OHSP will include this topic at future grant orientation meetings.

The OHSP will ensure a new section is added to the OHSP Grant Management Requirements, that applicable grantees connect the OHSP with their community, gather feedback, and provide as part of a grantee quarterly progress report.

Grantees will be encouraged to act on feedback received in their community and develop/conduct local education based on information received. The OHSP plans to conduct public engagement meetings throughout each federal FY covering different regions of the state. Public engagement will be implemented through direct conversations with the public. This will foster an exchange of information where the OHSP brings in diverse data sets and the community shares their experiences and ideas.

### Incorporation to 3HSP

The OHSP will utilize experiences from FY 2023 initial public participation and engagement to inform the three-year plan. Three areas the OHSP will focus on are: improving programs for distracted driving, speed, and GDL. The OHSP will utilize the Safe System Approach and the Data Deep Dive component of the NHTSA Technical Assistance project to inform which areas need the majority of the OHSP's attention. As the OHSP learns about additional information regarding the results from the public participation and engagement meetings, we will amend the 3HSP appropriately. This will be a continuous process throughout the lifetime of the 3HSP.

## **Performance Measures and Plan Chart**

The OHSP utilizes two different methodologies to determine performance measures.

Methodology 1 for Measures C-1, C-2, and C-3(a) – Align with Highway Safety Improvement Plan (HSIP).

The three key performance measures for use in states' SHSPs are: number of fatalities (C-1), number of suspected serious injuries (C-2), and fatality rate (C-3a) reported by one significant digit for the fatalities and suspected serious injuries and three for the rates. This means that the OHSP and the Michigan Department of Transportation work in partnership to ensure targets as reported in the 3HSP and the HSIP are aligned.

The methodology used includes the following predictors of fatality count: last year's fatality count, VMT, Gross Domestic Product per capita, unemployment aged 16-24, gasoline pump price, beer consumption per capita, wine consumption per capita, belt use rate, Driving Under the Influence law rating, helmet law rating, median income, capital expenditures per mile, total spending on safety projects per mile, and proportion of vehicle fleet with model year greater than 1991. A quadratic relationship is used to predict A injuries from K injuries.

### Methodology 2 for Remaining Measures

The methodology used includes regression models in combination with moving averages to calculate predicted counts. The models are generated by the University of Michigan Transportation Research Institute. In the cases where this methodology did not align with



23 CFR 1300.11(b)(3) that notes targets must indicate improved performance, the OHSP anticipates there will be a reduction by one.

For the first three core performance measures, an additional reduction by 10 percent is displayed on this table due to the newly pass Michigan Hands Free Distracted Driving Law.

\*The methodology showed a predicted count that was higher than the 2022 actual count.

\*\*The OHSP did not align with all three targets for the FY 2024 HSIP due to the requirements of 23 CFR 1300.11(b)(3) that notes targets must indicate improved performance. This is allowable per the final rule amending the uniform procedures implementing the State Highway Safety Grant Program to waive, for FY 2024, the requirement that targets for the common performance measures be identical to targets in the State Highway Safety Improvement Plan.

PERFORMANCE PLAN CHART		DATA	2018	2019	2020	2021	2022	5-YR AVG	2024	2025	2026
<b>C-1/HSIP Aligned</b>	Traffic Fatalities	State	974	985	1,083	1,131	1,123	1,059	1,109.2	1,108	1,107
<b>Reduce the number of traffic fatalities from 1,123 in 2022 to 1,109 by 2024, 1,108 by 2025, and 1,107 by 2026.</b>											
<b>C-2**</b>	Serious Injuries in Traffic Crashes	State	5,586	5,629	5,433	5,979	5,782	5,682	5,781	5,780	5,779
<b>Reduce suspected serious injuries from 5,782 in 2022 to 5,781 by 2024 5,780 by 2025, and 5,779 by 2026.</b>											
<b>C-3(a)/HSIP Aligned</b>	Fatalities/100M VMT	FARS and State	0.95	0.97	1.25	1.17	Pending	Pending	1.152	1.151	1.150
<b>Reduce the fatalities/100 million vehicle miles traveled rate in 2021 from 1.25 K/VMT to 1.152 K/VMT by 2024, 1.151 by 2025, and 1.150 by 2026.</b>											
<b>C-3(b)</b>	Rural Fatalities/100M VMT	FARS and State	1.31	1.28	1.56	1.33	Pending	Pending	1.12	1.11	1.10
<b>Reduce the rural fatalities/100 million vehicle miles traveled rate in 2021 from 1.25 K/VMT to 1.12 K/VMT by 2024, 1.11 by 2025, and 1.10 2026.</b>											
<b>C-3(c)</b>	Urban Fatalities/100M VMT	FARS and State	0.80	0.82	1.11	1.08	Pending	Pending	1.03	1.02	1.01
<b>Reduce the urban fatalities/100 million vehicle miles traveled rate in 2021 from 1.25 K/VMT to 1.03 K/VMT by 2024, 1.02 by 2025, and 1.01 by 2026.</b>											
<b>C-4*</b>	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State	180	202	222	237	231	214	230	229	228
<b>Reduce unrestrained passenger vehicle occupant fatalities from 231 fatalities in 2022 to 230 fatalities by 2024, 229 by 2025, and 228 by 2026.</b>											
<b>C-5*</b>	Alcohol Impaired Driving Fatalities	State	198	177	171	191	173	182	172	171	170
<b>Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher from 173 fatalities in 2022 to 172 fatalities by 2024, 171 by 2025, and 170 by 2026.</b>											
<b>C-6</b>	Speeding Related Fatalities	State	191	185	200	237	223	207	205	204	203
<b>Reduce speed involved fatalities from 223 fatalities in 2022 to 205 fatalities by 2024, 204 by 2025, and 203 by 2026.</b>											
<b>C-7</b>	Motorcycle Fatalities	State	134	122	152	166	173	149	144	143	142
<b>Reduce motorcyclist fatalities from 173 fatalities in 2022 to 159 fatalities by 2024, 158 by 2025, and 157 by 2026.</b>											
<b>C-8</b>	Unhelmeted Motorcycle Fatalities	State	51	54	65	72	91	67	65	64	63
<b>Reduce unhelmeted motorcyclist fatalities from 91 fatalities in 2022 to 65 fatalities by 2024, 64 by 2025, and 63 by 2026.</b>											
<b>C-9</b>	Drivers 20 and younger involved in Fatal Crashes	State	103	127	128	163	131	130	130	129	128
<b>Reduce drivers aged 20 and younger involved in fatal crashes from 131 fatal crashes in 2022 to 130 fatal crashes by 2024, 129 by 2025, and 128 by 2026.</b>											

<b>C-10</b>	Pedestrian Fatalities	State	145	149	175	183	173	165	159	158	157
<b>Reduce pedestrian fatalities from 173 fatalities in 2022 to 159 fatalities by 2024, 158 by 2025, and 157 by 2026.</b>											
<b>C-11</b>	Bicycle Fatalities	State	21	21	38	29	36	29	23	22	21
<b>Reduce bicyclist fatalities from 36 fatalities in 2022 to 23 fatalities by 2024, 22 by 2025, and 21 by 2026.</b>											
<b>B-1</b>	Observed Seatbelt Usage*	State Annual Observed Count	93.4%	94.4%	94.4%	92.6%	92.0%	93.4%	94.1%	94.2%	94.3%
<b>Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants by 1 percentage point from 92.0% percent in 2022 to 93.0% percent by 2024, 94.0% in 2025, and 94.0% in 2026.</b>											
<b>PERFORMANCE PLAN CHART</b>		<b>DATA</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>5-YR AVG</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
<b>M-1*</b>	Alcohol- or drug-impaired motorcyclist crashes	State	206	239	238	261	232	235	231	230	229
<b>Reduce crashes involving alcohol- or drug-impaired motorcyclists from 232 crashes in 2022 to 231 crashes by 2024, 230 by 2025, and 229 by 2026.</b>											
<b>M-2</b>	Alcohol- or drug-impaired motorcyclist fatalities	State	44	42	48	53	54	48	45	44	43
<b>Reduce number of alcohol- or drug-impaired motorcyclist fatalities from 54 fatalities in 2022 to 45 fatalities by 2024, 44 by 2025, and 43 by 2026.</b>											
<b>M-3*</b>	Drug-impaired driver or motorcycle operator fatalities	State	226	214	257	264	236	239	235	234	233
<b>Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator from 236 fatalities in 2022 to 235 fatalities by 2024, 234 by 2025, and 233 by 2026.</b>											
<b>M-4</b>	Motorcyclist and another motor vehicle crashes	State	1,424	1,460	1,524	1,716	1,643	1,553	1,477	1,476	1,475
<b>Reduce crashes involving a motorcycle and another motor vehicle by from 1,643 crashes in 2022 to 1,477 crashes by 2024, 1,476 by 2025, and 1,475 by 2026.</b>											
<b>M-5</b>	Older Drivers aged 65 and older fatal crashes	State	236	221	222	228	265	234	248	247	246
<b>Reduce number of older drivers aged 65 and older involved in fatal crashes from 265 fatal crashes in 2022 to 248 fatal crashes by 2024, 247 by 2025, 246 by 2026.</b>											
<b>M-6*</b>	Distracted Drivers in fatal crashes	State	67	67	50	59	53	59	52	51	50
<b>Reduce number of distracted drivers involved in fatal crashes from 53 fatal crashes in 2022 to 52 fatal crashes by 2024, 51 by 2025, and 50 by 2026.</b>											
<b>PERFORMANCE PLAN CHART</b>		<b>DATA</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>5-YR AVG</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
<b>A-1</b>	Number of seat belt citations issued during grant-funded	State Citations	9,469	3,897	2,414	10,408	6,390	N/A			

	enforcement activities							
<b>A-2</b>	Number of impaired-driving arrests made during grant-funded enforcement activities	State Citations	1,917	761	613	685	465	N/A
<b>A-3</b>	Number of speeding citations issued during grant-funded enforcement activities	State Citations	17,859	7,594	4,983	10,141	27,161	N/A

## Highway Safety Countermeasures Programs

### Program Areas

Michigan has the following program areas that comprise the 3HSP for FY 2024-FY 2026: Community Programs, Driver Education, EMS, Impaired Driving, Motorcyclist Safety, Occupant Protection, Pedestrian and Bicycle Safety, Planning and Administration, Police Traffic Services, Paid Media, and Traffic Records. The program areas use either [Countermeasures That Work \(CTW\), Tenth Edition, 2020](#), the NHTSA-Facilitated Program Assessment, or a NHTSA Uniform Guideline.

Each program area has specific countermeasure strategies implemented to decrease traffic crashes, fatalities, and injuries. This is a high-level description of each of the program areas with its selected countermeasures.

### Roadway Safety (Formerly Community Programs)

The OHSP engages partners at the state and local levels to supplement engagement, messaging, and traffic safety enforcement efforts. Statewide campaigns build brand and message awareness. The OHSP public information activities are designed to promote traffic safety, seat belt use, and sober driving. As a result, public information needs a rise throughout the year to support communication efforts, campaigns, and media activities. This can include services such as acquisition of additional public information materials, replacement of outdated items, response to questions, or communications through newsletters and other distribution systems. The OHSP is considering utilizing public education materials to satisfy the unattended passengers program requirement to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

### Problem Identified

The State of Michigan has seen increases in statewide crashes, fatalities, and suspected serious injuries. Issues include lack of awareness or disregarding the dangers of driver behaviors such as impaired driving, not wearing seat belts, distracted driving, speeding, etc.

## Countermeasures

[CTW, Chapter 2 Seat Belts and Child Restraints, Section 3. Communication and Outreach\\*\\*\\*\\*: Page 2-25.](#)

[Impaired Driving Program Assessment NHTSA-Facilitated, 2019, Section C Program Management, Page 18.](#)

**Justification:** The OHSP will identify educational and training materials to deliver to law enforcement partners that communicate the importance of traffic safety enforcement.

[Impaired Driving Program Area Assessment NHTSA-Facilitated, 2019, Section 4 Communications Program, Page 72:](#)

**Justification:** The OHSP will establish media outreach efforts for all OHSP-funded education, enforcement, and training grants.

## Data Linkage

Traffic safety messages are most successful when accompanied by public information and education and enforcement in the Roadway Safety area. Communication and outreach strategies are critical parts of many deterrence and prevention strategies. The strategies and countermeasures selected will assist with all the performance measure targets by ensuring that law enforcement, schools, civic organizations, etc., have access to traffic safety materials. (See *Paid Media*)

## Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

## NHTSA Uniform Planning Guidelines For Speed Management #19

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: Communication strategies, accompanied by enforcement, can modify driver behavior. Communication Programs should be developed to ensure motorist acceptance and to enhance

compliance with the introduction of revised speed limits and strict enforcement operations. Communication programs and materials should be cultural relevant and multilingual, as appropriate. If the public is not aware of, or does not understand, the potential consequences of speeding to themselves and others, they are unlikely to adjust speeds for traffic and weather conditions, or to comply with posted speed limits. Develop and evaluate culturally relevant public awareness campaigns to educate drivers on the importance of obeying speed limits and the potential consequences of speeding. Identify and collaboratively support efforts of highway safety partners, traffic safety stakeholders and the health and medical communities to include speed management as a priority safety, economic, and public health issue. Promote responsible driver behavior and speed compliance in advertising.

### **Performance Measures**

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-4 Reduce unrestrained passenger vehicle occupant fatalities
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- C-6 Reduce speed involved fatalities
- C-7 Reduce motorcyclist fatalities
- C-8 Reduce unhelmeted motorcyclist fatalities
- C-9 Reduce drivers aged 20 and younger involved in fatal crashes
- C-10 Reduce pedestrian fatalities
- C-11 Reduce bicyclist fatalities
- B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants
- M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists
- M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities
- M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator
- M-4 Reduce crashes involving a motorcycle and another motor vehicle
- M-5 Reduce fatal crashes with drivers aged 65 and older
- M-6 Reduce number of distracted drivers involved in fatal crashes

### **Funding Sources**

402 BIL and 402 Supp BIL

### **Funding Amounts**

The OHSP will commit approximately \$9,492,920 for FY 2024-2026.

## Driver Education

Driver education involves improving driver behavior directly by teaching better driving skills, improving safety awareness, and motivating individuals to drive safely. Young drivers are learning basic skills for the very first time. Inexperience, risk-taking behavior, immaturity, and greater risk exposure are all factors that increase crash risk for young drivers. Older drivers are often at greater risk due to loss of muscle mass and bone strength, which increase the chances of injury or death in a crash. As people age into older adulthood, they begin to experience declines in their functional abilities, the need for safe driving can lead to higher likelihood of motor vehicle crashes and related injuries. According to the [Center for Disease Control and Prevention](#), motor vehicle crashes are a public health concern both in the United States and abroad. In the United States, motor vehicle crashes are a leading cause of death and kill over 100 people every day. However, whether one is a driver, passenger, bicyclist, or pedestrian, one can take steps to stay safe on the road.

## Problem Identified

Increases in crashes, fatalities, and suspected serious injuries of teens aged 20 and younger, and older drivers, aged 65 and older.

## Countermeasures

[CTW, Chapter 6 Young Drivers, Section 1.1 Graduated Driver Licensing \(GDL\)\\*\\*\\*\\*, Pages 6-10.](#)

**(Innovative):** [UMTRI-2016-18, Safe Drivers Smart Options Keys To Lifelong Mobility: Final Report Pages 18-19.](#)

**Justification:** The OHSP wants to improve the [SDSO](#) website by adding links to the Association for Driver Rehabilitation Specialists Fact Sheets, logos next to organizations on the 'about' page; a suggestion box for users to provide comments; information about vehicle technologies for older drivers; add basic driving tips; information about new laws; and, information about support groups. The older adult and informal caregiver surveys should be conducted again, in another year or two to gauge awareness of the SDSO strategy across Michigan, once implementation efforts are more fully in place.

**(Innovative):** [Peer-To-Peer Teen Traffic Safety Program Guide \(Report No. DOT HS 812 631\), Page 2.](#)

**Justification:** The OHSP believes a peer-to-peer teen traffic safety program is defined as one in which teens: identify a traffic safety problem specifically affecting them and other teens in their schools and communities; formulate and implement plans that educates their peers about the problem and how to address it; and, evaluate how they delivered the interventions and addressed the problem. The goal then is to harness the power of youth to promote the adoption of safe behaviors by both the teens delivering the intervention and the teens receiving it. Teens who regularly participate in positive social projects designed to help their peers and others are less likely to engage in risky behaviors. But another aspect of youth involvement in leading peer-to-peer efforts is that they develop critical social skills such as friendship making, caring, assertiveness, and resistance; form positive values, especially looking out for the well-being of others; and, begin to understand their 'meaning and purpose in life.'

## Data Linkage

The strategies and countermeasures selected will assist with the performance measure targets for the Driver Education program area by ensuring that opportunities for information and skills training are available for the public. Media campaigns are focusing on these behaviors and circumstances such as riding in a car without a seat belt, impaired driving, website information, and using peer support to encourage better driving skills. (See *Paid Media*)

## Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

## NHTSA Uniform Planning Guidelines For Driver Education #4

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: each state, in cooperation with its political subdivisions, should have a driver education and training program. This program should provide a driver education program available to all youths of licensing age which is taught by instructors certified by the state as qualified for these purposes, provides each student with practice driving and instruction in at least the following basic and advanced driving techniques including techniques for handling emergencies, rules of the road, and other state laws and local motor vehicle laws and ordinances critical vehicle systems and sub-systems requiring preventive maintenance the vehicle. It should also teach the highway and community features that aid the driver in avoiding crashes that protect their passengers in crashes that maximize the salvage of the injured, signs, signals, and highway markings and highway design features which require understanding for safe operation of motor vehicles, differences in characteristics of urban and rural driving including safe use of modern expressways, pedestrian safety, encourages students participating in the program to enroll in first aid training and that there is a state research and development program including adequate research, development and procurement of practice driving facilities, simulators, and other similar teaching aids for both school and other driver training use.



### **Performance Measures**

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-4 Reduce unrestrained passenger vehicle occupant fatalities
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- M-5 Reduce fatal crashes with drivers aged 65 and older
- M-6 Reduce number of distracted drivers involved in fatal crashes

### **Funding Sources**

402 BIL and 402 Supp BIL

### **Funding Amounts**

The OHSP will commit approximately \$648,758 for FY 2024-2026.

## Emergency Medical Services and Preventing Roadside Deaths

The Emergency Medical Services and Preventing Roadside Deaths program area should ensure that persons incurring traffic injuries receive prompt emergency medical care under the range of emergency conditions encountered. Each of the component parts of a system should be equally committed to its role in the system and ultimately to the care of the patient. Many communities lack adequate personnel and financial assets for optimal safety resources, such as broadband access to contact 911, law enforcement, training, first responders, and definitive medical care.

### Problem Identified

Increases in crashes, fatalities, and suspected serious injuries, old extrication equipment, and lack of or rural setting of the emergency medical services available.

### Countermeasures

**(Innovative):** *2017, Emergency Medical Services Response Times in Rural, Suburban, and Urban Areas, October, JAMA, Pages: 983-984.*

**Justification:** The OHSP believes that research shows that bystanders trained in first aid can and will effectively assist the ill and injured in their time of need. The data suggest that there is an interval for bystander intervention between 911 system engagement and the EMS arrival. Recognizing that “you are the help until help arrives” may be lifesaving.

### [Emergency Medical Services Program Assessment NHTSA-Facilitated, 2017](#)

**Justification:** The OHSP believes that experiences in similar geographic and demographic situations, such as rural areas, coupled with the knowledge in providing emergency medical services in urban populations, is essential.

### [Strategic Highway Safety Plan 2023-2026, Page 38.](#)

**Justification:** Traffic Incident Management (TIM) in Michigan is part of a planned and coordinated multi-disciplinary process that detects, responds, and clears traffic crashes with speed and efficiency. While quick clearance of crashes is a major benefit in maintaining adequate traffic operations, it also helps prevent secondary crashes which often are more severe. Similarly, expedient crash clearing minimizes the danger posed to on-scene responders and the general public. The TIM in Michigan is guided by the National Unified Goal which is a shared set of objectives for stakeholders involved in traffic safety. These objectives include responder safety, safe and quick clearance, and prompt, reliable, interoperable communication.

### Data Linkage

The strategies and countermeasures selected will assist with the performance measure targets in the EMS program area by ensuring that citizens receive adequate first aid training to decrease the probability a more serious outcome of crashes. It will also renew the OHSP relationship with EMS and provide grants to EMS agencies which is part of the EMS Assessment, 2017, Resource Management, Recommendations, Page 13.

### Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation

- Education, Communication, and Outreach
- Program Coordination

## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

### [NHTSA Uniform Planning Guidelines For Emergency Medical Services #11](#)

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: Each state should implement a comprehensive evaluation program to effectively assess and improve a statewide EMS system. The EMS system managers should evaluate the effectiveness of services provided to victims of medical or trauma-related emergencies; define the impact of patient care on the system; evaluate resource utilization, scope of service, patient outcome, and effectiveness of operational policies, procedures, and protocols; develop a data-gathering mechanism that provides for the linkage of data from different data sources through the use of common data elements; and, evaluate both process and impact measures on injury prevention, and public information and education programs.

## Performance Measures

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-4 Reduce unrestrained passenger vehicle occupant fatalities
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- C-6 Reduce speed involved fatalities
- C-7 Reduce motorcyclist fatalities
- C-8 Reduce unhelmeted motorcyclist fatalities
- C-9 Reduce drivers aged 20 and younger involved in fatal crashes
- C-10 Reduce pedestrian fatalities
- C-11 Reduce bicyclist fatalities
- B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants
- M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists
- M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities
- M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator
- M-4 Reduce crashes involving a motorcycle and another motor vehicle
- M-5 Reduce fatal crashes with drivers aged 65 and older
- M-6 Reduce number of distracted drivers involved in fatal crashes

### **Funding Sources**

402 BIL and 402 Supp BIL

405(h) BIL Preventing Roadside Deaths

### **Funding Amounts**

The OHSP will commit approximately \$2,500,000 for FY 2024-2026.

## Impaired Driving

Impaired-driving crashes have remained at a steady percentage of fatal crashes since the mid-1990s. The OHSP seeks to decrease the number of impaired drivers on the road, in part, by increasing the risk of arrest and conviction.

### Problem Identified

Of the total alcohol- and/or drug-involved fatal and suspected serious injury crashes that occurred between 2016 and 2020, 55 percent were alcohol-involved, and 1 percent were drug-involved.

### Countermeasures

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 7.1 Drug-Impaired Driving, Enforcement of Drug-Impaired Driving<sup>\\*\\*\\*</sup>, Pages 80-81.](#)

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 3.1 Deterrence: Prosecution and Adjudication, DWI Courts<sup>\\*\\*\\*\\*</sup>, Pages 37-40.](#)

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 2.2 Deterrence: Enforcement, High-Visibility Saturation Patrols<sup>\\*\\*\\*\\*</sup>, Pages 29-30.](#)

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 4.1 Deterrence: DWI Offender Treatment, Monitoring, and Control, Alcohol Problem Assessment and Treatment<sup>\\*\\*\\*\\*</sup>, Pages 45-46.](#)

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 4.4 Deterrence: DWI Offender Treatment, Monitoring, and Control, DWI Offender Monitoring<sup>\\*\\*\\*\\*</sup>, Pages 53-54.](#)

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 6.5 Underage Drinking and Drinking and Driving, Youth Programs<sup>\\*\\*</sup>, Page 76.](#)

**Justification:** This countermeasure involves youth drinking and drug programs that have adopted a peer-to-peer approach.

### [Impaired Driving Program Assessment NHTSA-Facilitated, 2019](#)

**Justification:** The OHSP believes Michigan should maintain current levels of educational opportunities for prosecutors, plan an opportunity for the prosecutors around the state to identify future impaired driving trends and needs, and engage prosecutors and municipal attorneys in a strategic planning session on the new world of legal marijuana and emerging drugs.

### Data Linkage

The strategies and countermeasures selected will assist with the performance measure targets for the Impaired Driving program area by ensuring that opportunities for information and skills training are available for the public. Media campaigns are focusing on these behaviors and circumstances such as riding in car without a seat belt, impaired driving, website information, and using peer support to encourage better driving skills. (See *Paid Media*)

## Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

## [NHTSA Uniform Planning Guidelines For Impaired Driving #8](#)

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: each State, in cooperation with its political subdivisions and tribal governments and other parties as appropriate, should develop and implement a comprehensive highway safety program, reflective of State demographics, to achieve a significant reduction in traffic crashes, fatalities, and injuries on public roads. The highway safety program should include an impaired driving component that addresses highway safety activities related to impaired driving. Throughout this guideline, the term impaired driving means operating a motor vehicle while affected by alcohol and/or other drugs, including prescription drugs, over-the-counter medicines, or illicit substances. This guideline describes the components that a state impaired driving program should include and the criteria that the program components should meet.

## Performance Measures

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists
- M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities
- M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator

## Funding Sources

405(d) FAST Act, 405(d) BIL, and 405(d) Supp BIL

## **Funding Amounts**

The OHSP will commit approximately \$4,875,419 for FY 2024-2026.

## Motorcyclist Safety

The Motorcyclist Safety Program includes motorcycle rider education and training, motorcycle operator licensing, motorcycle rider conspicuity education, and motorist awareness of motorcyclists. Motorcyclists have been 14 percent of traffic fatalities for the past five years. With Michigan's [Amended Motorcycle Helmet Law](#) in 2016, the number of fatalities and suspected serious injuries continues to rise each year. Motorcyclists are vulnerable roadway users because they lack the protection of a motor vehicle frame in a crash. Although these users represent a small percentage of all crashes, they are overrepresented in fatalities. This includes regular sized motorcycles with two wheels and may often include motorcycles with three wheels. The proportion of motorcycle drivers who were impaired by alcohol is 3.8 times the proportion of non-motorcycle drivers who were impaired, and the motorcyclist drug impairment rate is 2.8 times higher than non-motorcycle drivers. Through data-driven approaches and collaboration with the Motorcyclist Safety Action Team, the OHSP is working to reduce fatalities and injuries of motorcyclists and their passengers.

### Problem Identified

Increases in motorcycle crashes, fatalities, and suspected serious injuries.

### Countermeasures

[CTW, Chapter 3, Appendix 5 Motorcycle Safety, Section 3.2 Motorcycle Rider Training \\*\\*, Pages 5-20, A5-11, and A5-12.](#)

**Justification:** There is only one Motorcycle Safety Countermeasure with three or more stars. The NHTSA Region 5 office indicated that countermeasure 3.2 is the best fit for this project and that countermeasure linkage is certainly important for the Annual Grant Application (AGA), but options are often limited. The NHTSA Region 5 also indicated the evidence provided to approve the project in the AGA.

[Motorcycle Program Assessment NHTSA-Facilitated, 2016, Section VI Motorcycle Rider Education and Training, Pages 7 and 35:](#)

**Justification:** The OHSP believes they should use grant funds to address the motorcyclist rider training program's areas of greatest need.

[NHTSA Uniform Planning Guidelines For Motorcycle Safety #3, Section XI, Program Evaluation and Data:](#)

**Justification:** The OHSP believes they should encourage, support, and offer training localities in process, impact, and outcome evaluation of local programs, since most fatality decreases have been at managed at the local level.

[Motorcycle Program Assessment NHTSA-Facilitated, 2016, Section 1 Program Management, Pages 6 and 13:](#)

**Justification:** The OHSP believes they should create a five-year, data-driven strategic plan, supported by one-year action plans, to guide the development of a comprehensive motorcycle safety program. Plans should include input from stakeholders in all program areas identified in [NHTSA Program Guideline #3, Motorcycle Safety.](#)

[Motorcycle Program Assessment NHTSA-Facilitated, 2016, Motorcycle Rider Education and Training, Pages 7 and 34:](#)



**Justification:** There is only one Motorcycle Safety countermeasure with three or more stars. The project has successfully shown to reduce the number of unendorsed riders over seven years. The NHTSA Region 5 office indicated that the past evidence has been successful.

### **Data Linkage**

The strategies and countermeasures selected will assist with the performance measure targets in the Motorcycle Safety program area by ensuring that adequate motorcyclist and passenger messaging for safety is available along with basic and advanced motorcyclist rider training opportunities. (See *Paid Media*)

### **Annual Project Selection**

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

### **Considerations**

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

### **[NHTSA Uniform Planning Guidelines For Motorcycle Safety #3:](#)**

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: Each State, in cooperation with its political subdivisions and tribal governments and other parties as appropriate, should develop and implement a comprehensive highway safety program, reflective of State demographics, to achieve a significant reduction in traffic crashes, fatalities, and injuries on public roads. The highway safety program should include a comprehensive motorcycle safety program that aims to reduce motorcycle crashes and related deaths and injuries. Each comprehensive State motorcycle safety program should address the use of helmets (meeting Federal Motor Vehicle Safety Standard 218) and other protective gear, proper licensing, impaired riding, rider training, conspicuity, and motorist awareness. This guideline describes the components that a state motorcycle safety program should include and the criteria that the program components should meet.

### **Performance Measures**

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- C-7 Reduce motorcyclist fatalities
- C-8 Reduce unhelmeted motorcyclist fatalities
- M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists
- M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities
- M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator
- M-4 Reduce crashes involving a motorcycle and another motor vehicle

### **Funding Sources**

- 402 BIL and 402 Supp BIL
- 405(f) BIL and 405(f) Supp BIL

### **Funding Amounts**

The OHSP will commit approximately \$591,000 for FY 2024-2026.

## Occupant Protection

Occupant protection in a vehicle includes seat belts, child restraints, and air bags. These are all factors that keep a vehicle occupant safe in the event of crash, thus preventing fatalities and injuries and reducing injury severity. Every occupant should utilize the proper restraints and safety devices. Continuing education courses in Occupant Protection will assist to safeguard the cost of investment in offering certification trainings and assist to maintain a higher than national average recertification rate percentage. Making recertification efforts a priority in the child passenger safety (CPS) training plan helps maintain the number of technicians offering car seat education services throughout Michigan's 83 counties. Proper installation is key to reducing the risk of injury and fatality to children riding in vehicles. The best way for parents to learn how to use their car seats properly is to consult with a CPS technician. Car seat inspection stations are a proven countermeasure to ensure proper installation. The OHSP is considering developing a new occupant protection program to satisfy the unattended passengers program requirement to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

### Problem Identified

Unrestrained seat belt drivers and occupants, with a special emphasis in all ages of pick-up truck drivers, rear seat unrestrained occupants, and aged 5-8 child restraint misuse occupant crashes, are increasing.

### Countermeasures

[\*\*CTW, Chapter 2 Seat Belts and Child Restraints, Section 2.1 Communication and Outreach \\*\\*\\*\\*: Short-Term, High-Visibility Seat Belt Law Enforcement \(HVE\), Pages 2-18-19 or 144-145.\*\*](#)

[\*\*CTW, Chapter 2 Seat Belts and Child Restraints, Section 7.1 Inspection Stations\\*\\*\\*, Pages 2-41.\*\*](#)

**Justification:** The OHSP believes that child inspection stations or fitting stations are a standard countermeasure for evaluating if parents use or misuse their car seats.

[\*\*Occupant Protection Program Assessment NHTSA-Facilitated, 2018, Section 5 Occupant Protection for Children, 5c Recommendations, Page 26:\*\*](#)

**Justification:** The OHSP desires to assure that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers.

[\*\*Occupant Protection Program Assessment NHTSA Facilitated, 2018, Key Recommendations:\*\*](#)

**Justification:** The OHSP will focus federal highway safety grant funding to award grants in high-risk locations and to purposefully solicit grant applications from jurisdictions that do not traditionally apply for funding.

[\*\*NHTSA Required Annual Seat Belt Direct Observation Survey \(Federal § 23 Part Code of Federal Regulations \(CFR\) 1340\)\*\*](#)

**Justification:** This is for the required annual seat belt direct observation survey.

## Data Linkage

The strategies and countermeasures selected will assist with the performance measure targets by ensuring that the Occupant Protection program area offers car seats to low-income families, recertifying the CPS technicians, providing enough CPS technicians in the state, and conducting the annual seat belt direct observation survey to see how enforcement efforts are working. Public messaging assists with getting the word out for non-compliant individuals (See *Paid Media*).

## Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

## [NHTSA Uniform Planning Guidelines For Occupant Protection #20](#)

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: Provide leadership, training and technical assistance to other state agencies and local occupant protection programs and projects; establish and convene an occupant protection advisory task force or coalition to organize and generate broad-based support for programs, the coalition should include agencies and organizations that are representative of the state's demographic composition and critical to the implementation of occupant protection initiatives; integrate occupant protection programs into community/corridor traffic safety and other injury prevention programs; and evaluate the effectiveness of the state's occupant protection program.

## Performance Measure

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-4 Reduce unrestrained passenger vehicle occupant fatalities
- B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants

**Funding Sources**

405(b) BIL and 405(b) Supp BIL

**Funding Amounts**

The OHSP will commit approximately \$2,400,000 for FY 2024-2026.

## Paid Media

Traffic safety messages are most successful when accompanied by public information and enforcement according to the NHTSA. Paid and earned media have a place within the traffic safety community. Paid advertising guarantees messages will be played on stations and programs that appeal to the target audience most likely to drive impaired, speed, or not wear a seat belt. Young men remain the focus of messaging efforts for distracted driving, impaired driving, speed, and seat belt enforcement. Advertising mediums will include radio, television, cable, streaming, and social media outlets. Advertising programming will be selected based on its efficiency and effectiveness. The OHSP is considering developing a new occupant protection program to satisfy the unattended passengers program requirement to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

## Problem Identified

Lack of understanding of traffic safety issues such not wearing a seat belt, impaired driving, distracted driving, speeding, etc.

## Countermeasures

[\*\*CTW, Chapter 2 Seat Belts and Child Restraints, Section 2.1 Communication and Outreach \\*\\*\\*\\*\\*: Short-Term, High-Visibility Seat Belt Law Enforcement \(HVE\), Pages 2-18-19 or 144-145.\*\*](#)

[\*\*Nonmotorized Program Assessment NHTSA-Facilitated, 2018, Section VI Communication Plan, Pages 9 and 35:\*\*](#)

**Justification:** The OHSP was specifically tasked to develop and implement a statewide, branded pedestrian and bicyclist safety campaign that allows for customization to accommodate local needs.

[\*\*Impaired Driving Program Area Assessment NHTSA-Facilitated, 2019, Section 4 Communications Program, Page 72:\*\*](#)

**Justification:** The OHSP will establish media outreach efforts for all OHSP-funded education, enforcement, and training grants.

[\*\*Occupant Protection Program Assessment NHTSA-Facilitated, 2018, Section 4 Communications, Recommendations, Page 24:\*\*](#)

**Justification:** The OHSP will supplement in-house social media with additional current state-of-the-art marketing trend posts for segmented audiences within the 16-35-year-old demographics, with a specific focus on promoting rear seat belt use.

## Data Linkage

The strategies and countermeasures selected will assist with the performance measure targets in *Paid Media* by ensuring that traffic safety messages are clear and easy to understand, used during the National Mobilization efforts and other enforcement times, target the correct audiences across a variety of mediums, are unique and attention catching, and are cost effective and efficient.

## Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

## [NHTSA Uniform Planning Guidelines for Speed Management #19](#)

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: Communication strategies, accompanied by enforcement, can modify driver behavior. Communication programs should be developed to ensure motorist acceptance and to enhance compliance with the introduction of revised speed limits and strict enforcement operations. Communication programs and materials should be cultural relevant and multilingual as appropriate. If the public is not aware of, or does not understand, the potential consequences of speeding to themselves and others, they are unlikely to adjust speeds for traffic and weather conditions, or to comply with posted speed limits. Develop and evaluate culturally relevant public awareness campaigns to educate drivers on the importance of obeying speed limits and the potential consequences of speeding. Identify and collaboratively support efforts of highway safety partners, traffic safety stakeholders and the health and medical communities to include speed management as a priority safety, economic and public health issue. Promote responsible driver behavior and speed compliance in advertising.

## Performance Measures

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate
- C-4 Reduce unrestrained passenger vehicle occupant fatalities
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- C-6 Reduce speed involved fatalities
- C-7 Reduce motorcyclist fatalities
- C-8 Reduce unhelmeted motorcyclist fatalities
- C-9 Reduce drivers aged 20 and younger involved in fatal crashes
- C-10 Reduce pedestrian fatalities

C-11 Reduce bicyclist fatalities

B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants

M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists

M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities

M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator

M-4 Reduce crashes involving a motorcycle and another motor vehicle

M-5 Reduce fatal crashes with drivers aged 65 and older

M-6 Reduce number of distracted drivers involved in fatal crashes

### **Funding Sources**

402 BIL and 402 Supp BIL

405(b) BIL and 405(b) Supp BIL

405(d) BIL and 405(d) Supp BIL

405(f) BIL and 405(f) Supp BIL

405(h) FAST Act, 405(h) BIL, and 405(h) Supp BIL

### **Funding Amounts**

The OHSP will commit approximately \$18,000,000 for FY 2024-2026.



## Pedestrian and Bicycle Safety

Pedestrian and bicyclist safety are focused on the non-motorized population who are the most vulnerable roadway users in Michigan. The OHSP is involved in public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of state traffic laws applicable to pedestrian and bicyclist safety, including obeying traffic signals, signs, and markings; giving a minimum of three feet when passing bicyclists on the roadway; using sidewalks when available; and, walking facing traffic as far to the left as possible. The OHSP is engaging law enforcement officials in training and enforcement mobilizations and campaigns on laws applicable to pedestrian and bicyclist safety.

### Problem Identified

Increases in pedestrian and bicycle fatalities and suspected serious injuries crashes.

### Countermeasures

**[CTW, Chapter 8 Pedestrian Safety, Section 2.2 Children-Safe Routes To School \\*\\*\\*, Pages 8-13-24.](#)**

**Justification:** The OHSP believes that the goal of Safe Routes to School Programs (SRTS) is to increase the amount of walking and bicycling trips to and from school while simultaneously improving safety for children walking or bicycling to school. The SRTS programs are community-based and intended to be comprehensive. Programs educate children, school personnel, parents, community members, and law enforcement about safe walking and bicycling behavior and safe driving behavior around pedestrians and bicyclists.

**[CTW, Chapter 8 Pedestrian Safety, Section 4.4 All Pedestrians Enforcement Strategies\\*\\*\\*, Pages 8-39-41.](#)**

**Justification:** The OHSP believes that the purpose of enforcement strategies is to increase compliance with pedestrian and driver traffic laws that more likely to enhance the safety of the pedestrians where crashes are most likely happening.

**[CTW, Chapter 9 Bicycle Safety, Section 3.1 All Bicyclists Active Lighting and Rider Conspicuity \\*\\*\\*, Pages 9-27-29.](#)**

**Justification:** The OHSP believes that improving bicyclist conspicuity is intended to make bicyclists more visible to drivers and allow the drivers more chances to see and avoid collisions with bicyclists.

**[Pedestrian and Bicycle Safety Program Assessment NHTSA-Facilitated, 2018, Section VI Communication Program, Page 35:](#)**

**Justification:** The OHSP wants to identify and invite cities and villages with yield/stop for pedestrian in crosswalks and/or safe passing ordinances to apply for 405(h) grant funds.

**[Pedestrian and Bicycle Safety Program Assessment NHTSA-Facilitated, 2018, Section Program Management, Pages 8 and 15:](#)**

**Justification:** The OHSP wants to increase the rate at which 405(h) funds are being expended through the provision of proven countermeasures and the identification of funding sources that grantees can use to meet the 20 percent match requirement.

**[Pedestrian and Bicycle Safety Program Assessment NHTSA-Facilitated, 2018, Section IV Law Enforcement, Pages 8 and 27:](#)**

**Justification:** The OHSP wants to emphasize that funds given for pedestrian education and enforcement as is currently given to bicycle education and enforcement.

### **[NHTSA Uniform Planning Guidelines for Pedestrians and Bicycles #14, Section 1 Program Management, Page 1:](#)**

**Justification:** The OHSP believes it should have centralized program planning, implementation, and coordination to promote pedestrian and bicycle safety program issues as part of a comprehensive highway safety program. Evaluation should be used to revise existing programs, develop new programs, and determine progress and success of pedestrian and bicycle safety programs.

### **Data Linkage**

The strategies and countermeasures selected will assist with the performance measure targets by ensuring that the Pedestrian and Bicycle Safety program area offers training to citizens and law enforcement, provides enforcement and traffic safety messaging (See *Paid Media*), and provide analyses to better inform practitioners on pedestrian and bicyclist behaviors.

### **Annual Project Selection**

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

### **Considerations**

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

### **[NHTSA Uniform Planning Guidelines for Pedestrians and Bicycles #14](#)**

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: Each State should have centralized program planning, implementation, and coordination to promote pedestrian and bicycle safety program issues as part of a comprehensive highway safety program. Evaluation should be used to revise existing programs, develop new programs, and determine progress and success of pedestrian and bicycle safety programs. The State Highway Safety Office should conduct regular problem identification and evaluation activities to determine pedestrian and bicyclist fatality, injury, and crash trends and to provide guidance in development and implementation of countermeasures.

### **Performance Measure**

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-10 Reduce pedestrian fatalities
- C-11 Reduce bicyclist fatalities

### **Funding Sources**

402 BIL

405(h) FAST Act, 405(h) BIL, and 405(h) Supp BIL

405(g) BIL

### **Funding Amounts**

The OHSP will commit approximately \$3,300,000 for FY 2024-2026.

## **Planning and Administration**

Planning and Administration (P&A) costs are direct and indirect costs that are attributable to the management of Michigan’s state highway safety office – OHSP. This includes salaries, related personnel benefits, travel expenses, and rental costs. Federal participation in P&A activities shall not exceed 50 percent of the total cost of such activities and shall not exceed 18 percent of the total 402 funds received.

## **Funding Sources**

402 BIL

## **Funding Amounts**

The OHSP will commit approximately \$2,285,010 for FY 2024-2026.

## Police Traffic Services

The OHSP implements activities in support of national and state highway safety goals to reduce motor vehicle-related fatalities and injuries. The activities include participation in national law enforcement mobilizations, as well as sustained enforcement of statutes addressing impaired driving, speed enforcement, distracted driving, and occupant protection.

### Problem Identified

Increased fatalities and suspected serious injuries, and crashes in speeding, distracted driving, unrestrained, and impaired drivers.

### Countermeasures

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 2.2 Deterrence Enforcement, High-Visibility Saturation Patrols \\*\\*\\*\\*, Pages 1-29. \(NHTSA HVE TOOLKIT\)](#)

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 2.5 Integrated Enforcement\\*\\*\\* Pages 1-35.](#)

**Justification:** The OHSP believes that integrated enforcement is a model that be used to detect impaired drivers when seat belt or speeding enforcement is taking place.

[CTW, Chapter 1 Alcohol- and Drug-Impaired Driving, Section 7.1 Enforcement Of Drug-Impaired Driving \\*\\*, Page 1-80.](#)

**Justification:** The OHSP believes that Advanced Roadside Impaired Driving Enforcement and Drug Recognition Expert (DRE) training for law enforcement are essential to getting impaired drivers off the roads.

[NHTSA Uniform Planning Guidelines For Traffic Enforcement Services #15, Section II Resource Management, Pages 2-3:](#)

**Justification:** The OHSP wants to encourage law enforcement agencies to develop and maintain a comprehensive resource management plan that identifies and deploys resources necessary to effectively support traffic enforcement services. The resource management plan should include a specific component on traffic enforcement services and safety, integrating traffic enforcement services and safety initiatives into a comprehensive agency enforcement program.

[NHTSA Uniform Planning Guidelines For Traffic Enforcement Services #15, Section III Training, Page 3:](#)

**Justification:** The OHSP wants to offer training that is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources. Law enforcement agencies should periodically assess enforcement activities to determine training needs and to ensure training is endorsed by the state's police officers' standards and training agency.

### Data Linkage

The strategies and countermeasures selected will assist with the performance measure targets by ensuring that the Police Traffic Services program area offers more law enforcement training (See *Impaired Driving*), provides traffic safety messaging (See *Paid Media*), engages with new enforcement partners, provides accurate data, and provides the necessary traffic safety equipment.

## Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination

## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

## [NHTSA Uniform Planning Guidelines For Traffic Enforcement Services #15](#)

The program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: SHSO should encourage law enforcement agencies to develop and maintain a comprehensive resource management plan that identifies and deploys resources necessary to effectively support traffic enforcement services. The resource management plan should include a specific component on traffic enforcement services and safety, integrating traffic enforcement services and safety initiatives into a comprehensive agency enforcement program, etc.” and “Training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources. Law enforcement agencies should periodically assess enforcement activities to determine training needs and to ensure training is endorsed by the state’s police officer’s standards and training agency. Effective training should provide officers the knowledge and skills to act decisively and correctly; increase compliance with agency enforcement goals; assist in meeting priorities; improve compliance with established policies; result in greater productivity and effectiveness; foster cooperation and unity of purpose; help offset liability actions and prevent inappropriate conduct by law enforcement officers; motivate and enhance officer professionalism; and require traffic enforcement knowledge and skills for all recruits. Law enforcement agencies should provide traffic enforcement in-service training to experienced officers; provide specialized in-service training to traffic enforcement officers as appropriate; conduct training to implement specialized traffic enforcement skills, techniques, or programs; train instructors using certified training to increase agency capabilities and to ensure continuity of specialized enforcement skills and techniques.

## Performance Measures

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate I
- C-4 Reduce unrestrained passenger vehicle occupant fatalities

- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- C-6 Reduce speed involved fatalities
- C-7 Reduce motorcyclist fatalities
- C-8 Reduce unhelmeted motorcyclist fatalities
- C-9 Reduce drivers aged 20 and younger involved in fatal crashes
- C-10 Reduce pedestrian fatalities
- C-11 Reduce bicyclist fatalities
- B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants
- M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists
- M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities
- M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator
- M-4 Reduce crashes involving a motorcycle and another motor vehicle
- M-5 Reduce fatal crashes with drivers aged 65 and older
- M-6 Reduce number of distracted drivers involved in fatal crashes

### **Funding Sources**

402 BIL and 402 Supp BIL

### **Funding Amounts**

The OHSP will commit approximately \$15,834,000 for FY 2024-2026.

## Traffic Records

It is essential for stakeholders to submit data on all traffic crashes. This information is important when analyzing problems and constructing solutions to reduce crashes and prevent fatalities and injuries. This data must be complete, timely, and accurate for efficient traffic safety planning in all program areas.

### Problem Identified

Incomplete, not timely, inaccurate, inaccessible, and nonintegrated traffic crash data in Michigan.

### Countermeasures

[\*Traffic Records Program Assessment NHTSA-Facilitated, 2020, Injury Surveillance Recommendations, Page 19:\*](#)

**Justification:** The OHSP wants to improve the data quality control program for the injury surveillance systems to reflect best practices identified with the recent availability of emergency department data.

[\*Traffic Records Program Assessment NHTSA-Facilitated, 2020, Roadway, Pages 16-17:\*](#)

**Justification:** The OHSP wants to improve the applicable guidelines for the roadway data system.

[\*Traffic Records Program Assessment NHTSA-Facilitated, 2020, Crash Summary Recommendations, Page 11:\*](#)

**Justification:** The OHSP wants to improve data accessibility is vital for crash data users. By focusing engineering and law enforcement efforts on locations with the greatest crash risk, traffic fatalities and injuries can be reduced resulting in safer roadways.

[\*Traffic Records Program Assessment NHTSA-Facilitated, 2020, Crash Section, Pages 9-10:\*](#)

**Justification:** The OHSP wants to improve the procedures/process flows for the crash data system.

### Data Linkage

The strategies and countermeasures selected will assist with the performance measure targets by ensuring that the Traffic Records program area will work to make the traffic crash data more timely, more accessible, more complete, more integrated, and more accurate by continuing to invite unrepresented departments to the Traffic Records Coordinating Committee meetings, obtain their data, and make Michigan more Model Minimum Uniform Crash Criteria compliant.

### Annual Project Selection

Annual projects in every program area may include the following:

- Support, Training, and Enforcement
- Research, Data, and Evaluation
- Education, Communication, and Outreach
- Program Coordination



## Considerations

The OHSP utilized a new method for the solicitation of proposals in FY 2024 to reduce barriers to federal grant funding for behavioral traffic safety projects and to be more equitable by working with local communities that may not have been funded in the past. Instead of the OHSP initiating discussions for grant projects to specific entities, the OHSP provided applicant guidelines and data as a starting point and encouraged the public to submit new and innovative proposals. As part of the proposals, the applicants detailed how public engagement, traffic safety data, affected communities, and impacted locations supported their need for their project. This was done through providing narrative of a project summary, identifying a countermeasure strategy, providing narrative of a problem statement referencing data, listing goals and activities, and providing information on project evaluation. The determination of which projects will be selected has been based on how well the applicants justified their traffic safety need through each of these considerations.

### NHTSA Uniform Planning Guidelines For Traffic Records #10

Program is in accordance with 23 U.S.C. 402(a)(2) under the following section: A state's traffic records information should be maintained in a form that is of high quality and readily accessible to users throughout the state. Performance-based measures should be quantifiable and should be established for each attribute of each component (e.g., the amount of elapsed time from initial data collection until entry in the traffic records system, the level of accuracy and completeness the data must meet to pass edit and validation checks during data entry, the level of adoption of various standards and guidelines, etc.).

## Performance Measures

- C-1 Reduce the number of traffic fatalities
- C-2 Reduce suspected serious injuries
- C-3 Reduce the fatalities/100 million VMT rate I
- C-4 Reduce unrestrained passenger vehicle occupant fatalities
- C-5 Reduce fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dl or higher
- C-6 Reduce speed involved fatalities
- C-7 Reduce motorcyclist fatalities
- C-8 Reduce unhelmeted motorcyclist fatalities
- C-9 Reduce drivers aged 20 and younger involved in fatal crashes
- C-10 Reduce pedestrian fatalities
- C-11 Reduce bicyclist fatalities
- B-1 Increase the observed seat belt use for passenger vehicles, front-seat outboard occupants
- M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists
- M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities
- M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator
- M-4 Reduce crashes involving a motorcycle and another motor vehicle
- M-5 Reduce fatal crashes with drivers aged 65 and older
- M-6 Reduce number of distracted drivers involved in fatal crashes

## Funding Sources

402 BIL and 402 Supp BIL

405(c) FAST Act and 405(c) BIL

## **Funding Amounts**

The OHSP will commit approximately \$6,300,000 for FY 2024-2026.

## Performance Report

Performance Measure:	2023 HSP				
	Target Period	Target Year(s)	Target Value FY23 HSP	*Data Source*/ FY 2023 Progress Results	On Track to Meet FY 2023 Target
C-1) Total Traffic Fatalities	5 year	2017-2021	1,105.6	2022 State	Trending up
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	5,909.2	2022 State	Trending down
C-3a) Fatalities/VMT	5 year	2017-2021	1.136	2022 State	Not Available
C-3b) Rural Fatalities/VMT	5 year	2017-2021	1.22	2022 State	Not Available
C-3c) Urban Fatalities/VMT	5 year	2017-2021	.99	2022 State	Not Available
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2023	201	2022 State	Trending up
C-5) Alcohol-Impaired Driving Fatalities	Annual	2023	223	2022 State	Trending down
C-6) Speeding-Related Fatalities	Annual	2023	202	2022 State	Trending up
C-7) Motorcyclist Fatalities	Annual	2023	149	2022 State	Trending up
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2023	54	2022 State	Trending up
C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes	Annual	2023	132	2022 State	Trending down
C-10) Pedestrian Fatalities	Annual	2023	158	2022 State	Trending up
C-11) Bicyclist Fatalities	Annual	2023	27	2022 State	Trending up
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	93.9	State Survey	Trending down
M-1 Reduce crashes involving alcohol- or drug-impaired motorcyclists	Annual	2023	222	2022 State	Trending up
M-2 Reduce alcohol- or drug-impaired motorcyclist fatalities	Annual	2023	47	2022 State	Trending up
M-3 Reduce fatalities in crashes involving a drug-impaired driver or motorcycle operator	Annual	2023	301	2022 State	Trending down
M-4 Reduce crashes involving a motorcycle and another motor vehicle	Annual	2023	1,396	2022 State	Trending up
M-5 Reduce fatal crashes with drivers aged 65 and older	Annual	2023	259	2022 State	Trending up
M-6 Reduce number of distracted drivers involved in fatal crashes	Annual	2023	76	2022 State	Trending down
A-1 Number of seat belt citations issued during grant-funded enforcement activities	Annual	2023	N/A	2022 State	N/A

A-2 Number of impaired-driving arrests made during grant-funded enforcement activities	Annual	2023	N/A	2022 State	N/A
A-3 Number of speeding citations issued during grant-funded enforcement activities	Annual	2023	N/A	2022 State	N/A

### Performance Report Narrative

The OHSP's FY 2022 Annual Report provides in-depth information for how countermeasure strategies implemented contributed to meeting the state's highway safety performance targets. The full report can be accessed at the following link: [FY 2022 Annual Report](#)

Additionally, the OHSP is on track to meet safety goals and performance targets from the FY 2023 Michigan Highway Safety Plan. The details by program area are noted below:

#### Community Programs Countermeasure Strategies

- OP: Seat Belt Law Enforcement - Short-Term, HVE Seat Belt Enforcement
- AL: Enforcement - HVE Saturation Patrols
- AL: Impaired Driving Program Assessment (NHTSA Facilitated)
- Speed: NHTSA Uniform Planning Guidelines for Speed Management #19

The OHSP is utilizing education publications, hosting a statewide Traffic Safety Summit conference, and focusing on learning more about societal costs of traffic crashes and effects of paid media on messaging.

#### Driver Education Countermeasure Strategies

- Distracted Driving: Communications and Outreach Communications and Outreach on Distracted Driving
- DE: Communications and Outreach - General Communications and Education
- AL: Underage Drinking and Drinking/Driving - Youth Programs
- DE: GDL
- PB: All Pedestrians - Enforcement Strategies
- Other: Research
- Other (Peer-to-Peer Teen Traffic Safety Program Guide)
- DE: Parents-Parent Roles in Teaching and Managing Young Drivers

The OHSP has newly developed a paid media campaign on distracted driving awareness and a mandatory orientation for teen driver training providers in FY 2023. These two new initiatives will make a huge impact on meeting goals and targets.

#### Emergency Medical Services Countermeasure Strategies

- Other: Research

The OHSP is utilizing a U.P. Rural Bystander Care program to train bystanders in first aid to effectively assist the ill and injured.

#### Impaired Driving Countermeasure Strategies

- ID: Drug Recognition Expert Training
- ID: Impaired Driving Program Assessment (NHTSA Facilitated)

- ID: Enforcement - HVE Saturation Patrols
- ID: DWI Courts
- ID: Strategic Highway Safety Plan

The OHSP continues to utilize DRE training, Judicial Training/Outreach/Liaison, and Sobriety/Treatment Court support to improve the impaired driving issue in Michigan. One new initiative in FY 2023 is promoting a drugged driving public information and education campaign.

#### Motorcyclist Safety Countermeasure Strategies

- MC: Motorcycle Program Assessment (NHTSA Facilitated)
- MC: NHTSA Uniform Planning Guidelines for Motorcycle Safety #3
- MC: Motorcycle Rider Licensing and Training - Motorcycle Rider Licensing

For the first time in decades, the OHSP facilitated a RiderCoach Conference in FY 2023. Another new initiative this year is public information and education on safety gear for motorcyclists. The OHSP continues to support additional Michigan RiderCoach professional development, Advanced RiderCourse training, and Range Aides to improved motorcyclists' safety. Public education on unendorsed motorcycle riders and impaired riding prevention.

#### Occupant Protection Countermeasure Strategies

- OP: Communications and Outreach - Strategies for Older Children
- OP: Occupant Protection Program Assessment (NHTSA Facilitated)
- OP: Communications and Outreach - Strategies for Child Restraint and Booster Seat Use
- OP: NHTSA Required Annual Seat Belt Direct Observation Survey

The OHSP continues to support booster seat education, seat belt education, child passenger safety training, and car seat distribution. The annual seat belt and handheld device use survey also plays a significant role in meeting our targets and goals in FY 2023.

#### Pedestrian and Bicyclist Safety Countermeasure Strategies

- PB: NHTSA Uniform Planning Guidelines for Pedestrians and Bicycles #14
- PB: Safe Routes to School
- PB: All Pedestrians - Enforcement Strategies
- PB: Nonmotorized Program Assessment (NHTSA Facilitated)
- PB: All Bicyclists - Active Lighting and Rider Conspicuity

The OHSP continues to support enforcement, the Detroit Safe Routes Ambassador program, and the League of Michigan Bicyclists training/education programs to improve safety for pedestrians and bicyclists. One new initiative in FY 2023 that will help reach goals and targets is the pedestrian and bicyclist adjudication education project.

#### Police Traffic Services Countermeasure Strategies

- OP: Communications and Outreach - Supporting Enforcement
- AL: Prevention, Intervention, Communications, and Outreach - Mass Media Campaigns
- PT: NHTSA Uniform Planning Guidelines for Police Traffic Services #15
- AL: Enforcement - HVE Saturation Patrols
- Speed: Communications and Outreach - Public Information Supporting Speed Enforcement
- Speed: Enforcement - HVE Enforcement

The OHSP continues to support overtime enforcement and paid media during the required federal mobilization periods, as well as elective periods throughout the year based on the community initiatives. One unique project in FY 2023 is to support speed measurement signs for law enforcement agencies conducting speed enforcement.

#### Traffic Records Countermeasure Strategy

- TR: Traffic Records Program Assessment (NHTSA Facilitated)

The OHSP is on track to meeting safety goals and performance targets in part due to leveraging a new partnership with the Center for Shared Solutions to obtain high resolution aerial imagery of 21 counties in the state. This project is critical to timeliness and accuracy for Michigan data as the imagery is available within 2-4 weeks of acquisition versus the previous process of 1-5 years.

Crashes by County where Motorcycle Driver was using Alcohol or Drugs (2018-2022)

Counties in Alphabetical Order						
	2018	2019	2020	2021	2022	Total
Alcona	1	0	0	0	0	1
Alger	0	0	0	0	0	0
Allegan	4	6	5	5	7	27
Alpena	0	0	0	0	1	1
Antrim	0	0	0	0	0	0
Arenac	2	2	0	0	0	4
Baraga	0	0	2	0	0	2
Barry	3	1	2	3	2	11
Bay	4	4	5	4	4	21
Benzie	1	0	0	1	0	2
Berrien	4	5	4	5	7	25
Branch	0	1	0	2	1	4
Calhoun	6	5	1	5	1	18
Cass	4	2	4	0	3	13
Charlevoix	2	1	1	0	1	5
Cheboygan	0	1	1	3	1	6
Chippewa	1	2	0	0	1	4
Clare	1	0	0	1	2	4
Clinton	1	1	1	2	2	7
Crawford	2	1	2	0	0	5
Delta	0	2	0	0	0	2
Dickinson	0	2	1	0	1	4
Eaton	1	4	1	4	3	13
Emmet	1	1	0	1	0	3
Genesee	5	6	16	17	9	53
Gladwin	1	0	1	2	0	4
Gogebic	0	0	0	0	0	0
Grand Traverse	4	2	5	5	5	21
Gratiot	2	0	1	2	0	5
Hillsdale	3	0	1	2	1	7
Houghton	0	1	1	1	1	4
Huron	2	0	0	0	2	4
Ingham	4	8	2	5	2	21
Ionia	2	4	0	1	0	7
Iosco	1	2	4	3	1	11
Iron	0	1	0	2	0	3
Isabella	3	0	2	2	1	8
Jackson	5	8	5	5	6	29
Kalamazoo	4	6	6	8	4	28
Kalkaska	0	1	1	0	1	3
Kent	16	18	14	18	15	81
Keweenaw	0	0	0	0	1	1
Lake	0	1	2	1	2	6
Lapeer	1	0	3	2	3	9
Leelanau	1	1	0	0	1	3
Lenawee	2	2	3	2	4	13
Livingston	7	4	6	5	10	32
Luce	0	0	1	0	0	1
Mackinac	0	1	2	0	0	3
Macomb	9	16	13	14	11	63
Manistee	0	0	0	2	1	3
Marquette	0	3	3	2	0	8
Mason	1	0	1	0	1	3
Mecosta	1	1	0	1	2	5
Menominee	1	1	0	1	0	3
Midland	1	2	2	2	1	8
Missaukee	0	0	2	1	0	3
Monroe	7	9	4	11	7	38
Montcalm	3	4	4	3	9	23
Montmorency	1	0	2	0	0	3
Muskegon	8	10	8	11	8	45
Newaygo	6	2	5	3	5	21
Oakland	10	8	17	13	16	64
Oceana	1	1	3	0	3	8
Ogemaw	0	0	0	1	2	3
Ontonagon	1	0	0	0	0	1
Osceola	0	0	1	0	0	1
Oscoda	0	2	1	1	2	6
Otsego	1	0	1	1	1	4
Ottawa	4	6	6	9	8	33
Presque Isle	0	0	1	0	0	1
Roscommon	0	1	1	1	1	4
Saginaw	3	4	7	9	5	28
Sanilac	4	1	1	1	2	9
Schoolcraft	0	0	1	1	0	2
Shiawassee	3	3	1	2	1	10
St. Clair	2	2	7	8	5	24
St. Joseph	1	3	5	2	3	14
Tuscola	5	2	4	7	2	20
Van Buren	4	3	5	3	3	18
Washtenaw	2	5	4	5	5	21
Wayne	24	42	22	27	22	137
Wexford	2	1	0	0	0	3
<b>Total</b>	<b>206</b>	<b>239</b>	<b>238</b>	<b>261</b>	<b>232</b>	<b>1,176</b>

Counties Ordered by Descending Rank										
	2018	2019	2020	2021	2022	Total	5-yr Rank	2022 Rank	5-yr Trend Line	
Wayne	24	42	22	27	22	137	1	1		
Kent	16	18	14	18	15	81	2	3		
Oakland	10	8	17	13	16	64	3	2		
Macomb	9	16	13	14	11	63	4	4		
Genesee	5	6	16	17	9	53	5	6		
Muskegon	8	10	8	11	8	45	6	8		
Monroe	7	9	4	11	7	38	7	10		
Ottawa	4	6	6	9	8	33	8	8		
Livingston	7	4	6	5	10	32	9	5		
Jackson	5	8	5	5	6	29	10	13		
Kalamazoo	4	6	6	8	4	28	11	19		
Saginaw	3	4	7	9	5	28	11	14		
Allegan	4	6	5	5	7	27	13	10		
Berrien	4	5	4	5	7	25	14	10		
St. Clair	2	2	7	8	5	24	15	14		
Montcalm	3	4	4	3	9	23	16	6		
Bay	4	4	5	4	4	21	17	19		
Grand Traverse	4	2	5	5	5	21	17	14		
Ingham	4	8	2	5	2	21	17	28		
Newaygo	6	2	5	3	5	21	17	14		
Washtenaw	2	5	4	5	5	21	17	14		
Tuscola	5	2	4	7	2	20	22	28		
Calhoun	6	5	1	5	1	18	23	39		
Van Buren	4	3	5	3	3	18	23	22		
St. Joseph	1	3	5	2	3	14	25	22		
Cass	4	2	4	0	3	13	26	22		
Eaton	1	4	1	4	3	13	26	22		
Lenawee	2	2	3	2	4	13	26	19		
Barry	3	1	2	3	2	11	29	28		
Iosco	1	2	4	3	1	11	29	39		
Shiawassee	3	3	1	2	1	10	31	39		
Lapeer	1	0	3	2	3	9	32	22		
Sanilac	4	1	1	1	2	9	32	28		
Isabella	3	0	2	2	1	8	34	39		
Marquette	0	3	3	2	0	8	34	59		
Midland	1	2	2	2	1	8	34	39		
Oceana	1	1	3	0	3	8	34	22		
Clinton	1	1	1	2	2	7	38	28		
Hillsdale	3	0	1	2	1	7	38	39		
Ionia	2	4	0	1	0	7	38	59		
Cheboygan	0	1	1	3	1	6	41	39		
Lake	0	1	2	1	2	6	41	28		
Oscoda	0	2	1	1	2	6	41	28		
Charlevoix	2	1	1	0	1	5	44	39		
Crawford	2	1	2	0	0	5	44	59		
Gratiot	2	0	1	2	0	5	44	59		
Mecosta	1	1	0	1	2	5	44	28		
Arenac	2	2	0	0	0	4	48	59		
Branch	0	1	0	2	1	4	48	39		
Chippewa	1	2	0	0	1	4	48	39		
Clare	1	0	0	1	2	4	48	28		
Dickinson	0	2	1	0	1	4	48	39		
Gladwin	1	0	1	2	0	4	48	59		
Houghton	0	1	1	1	1	4	48	39		
Huron	2	0	0	0	2	4	48	28		
Otsego	1	0	1	1	1	4	48	39		
Roscommon	0	1	1	1	1	4	48	39		
Emmet	1	1	0	1	0	3	58	59		
Iron	0	1	0	2	0	3	58	59		
Kalkaska	0	1	1	0	1	3	58	39		
Leelanau	1	1	0	0	1	3	58	39		
Mackinac	0	1	2	0	0	3	58	59		
Manistee	0	0	0	2	1	3	58	39		
Mason	1	0	1	0	1	3	58	39		
Menominee	1	1	0	1	0	3	58	59		
Missaukee	0	0	2	1	0	3	58	59		
Montmorency	1	0	2	0	0	3	58	59		
Ogemaw	0	0	0	1	2	3	58	28		
Wexford	2	1	0	0	0	3	58	59		
Baraga	0	0	2	0	0	2	70	59		
Benzie	1	0	0	1	0	2	70	59		
Delta	0	2	0	0	0	2	70	59		
Schoolcraft	0	0	1	1	0	2	70	59		
Alcona	1	0	0	0	0	1	74	59		
Alpena	0	0	0	0	1	1	74	39		
Keweenaw	0	0	0	0	1	1	74	39		
Luce	0	0	1	0	0	1	74	59		
Ontonagon	1	0	0	0	0	1	74	59		
Osceola	0	0	1	0	0	1	74	59		
Presque Isle	0	0	1	0	0	1	74	59		
Alger	0	0	0	0	0	0	81	59		
Antrim	0	0	0	0	0	0	81	59		
Gogebic	0	0	0	0	0	0	81	59		
<b>Total</b>	<b>206</b>	<b>239</b>	<b>238</b>	<b>261</b>	<b>232</b>	<b>1,176</b>				



Crashes by County involving a Motorcycle and at least one other Motor Vehicle (2018-2022)

Counties in Alphabetical Order						
	2018	2019	2020	2021	2022	Total
Alcona	2	1	0	0	1	4
Alger	2	4	2	1	1	10
Allegan	20	14	12	14	27	87
Alpena	2	0	1	1	3	7
Antrim	4	4	1	7	5	21
Arenac	2	3	2	1	2	10
Baraga	0	1	1	0	0	2
Barry	11	8	7	6	8	40
Bay	23	12	15	15	22	87
Benzie	4	0	2	5	2	13
Berrien	25	20	29	20	22	116
Branch	0	8	2	8	10	28
Calhoun	21	22	29	32	32	136
Cass	12	3	9	6	15	45
Charlevoix	4	3	2	4	3	16
Cheboygan	1	4	4	7	4	20
Chippewa	4	6	2	6	3	21
Clare	4	6	7	4	8	29
Clinton	9	5	5	6	9	34
Crawford	3	1	1	1	1	7
Delta	4	8	3	2	5	22
Dickinson	1	5	2	2	4	14
Eaton	6	12	18	15	16	67
Emmet	3	3	6	8	4	24
Genesee	63	68	109	99	77	416
Gladwin	2	2	3	2	1	10
Gogebic	1	1	4	0	1	7
Grand Traverse	14	18	8	18	17	75
Gratiot	5	2	7	2	6	22
Hillsdale	6	8	6	6	13	39
Houghton	1	0	4	4	6	15
Huron	4	1	2	1	3	11
Ingham	43	55	38	49	45	230
Ionia	5	4	13	13	16	51
Iosco	2	3	1	6	4	16
Iron	0	1	2	2	1	6
Isabella	8	5	4	6	7	30
Jackson	23	23	25	33	26	130
Kalamazoo	43	44	50	52	55	244
Kalkaska	3	2	3	2	1	11
Kent	99	111	137	141	116	604
Keweenaw	1	0	2	0	0	3
Lake	3	2	3	3	2	13
Lapeer	10	9	13	15	14	61
Leelanau	1	3	1	0	2	7
Lenawee	14	17	14	15	15	75
Livingston	22	19	14	15	26	96
Luce	2	1	0	0	3	6
Mackinac	5	4	1	5	1	16
Macomb	136	135	111	132	157	671
Manistee	5	1	6	1	2	15
Marquette	4	9	2	8	9	32
Mason	9	4	4	5	4	26
Mecosta	1	1	1	2	5	10
Menominee	1	0	3	4	5	13
Midland	7	8	6	7	12	40
Missaukee	1	0	4	1	2	8
Monroe	26	17	24	24	17	108
Montcalm	6	9	10	11	7	43
Montmorency	1	2	1	0	0	4
Muskegon	48	39	36	47	36	206
Newaygo	6	11	12	11	10	50
Oakland	149	128	125	163	161	726
Oceana	4	5	5	3	2	19
Ogemaw	0	3	2	1	0	6
Ontonagon	1	0	0	0	0	1
Osceola	1	2	3	4	2	12
Oscoda	2	0	1	1	2	6
Otsego	2	4	2	6	2	16
Ottawa	30	30	28	31	48	167
Presque Isle	2	1	1	1	3	8
Roscommon	6	4	2	2	3	17
Saginaw	18	28	23	37	13	119
Sanilac	8	4	8	6	5	31
Schoolcraft	0	1	0	2	0	3
Shiawassee	6	8	10	8	5	37
St. Clair	21	25	38	28	32	144
St. Joseph	10	10	11	13	19	63
Tuscola	4	6	8	9	3	30
Van Buren	15	9	12	12	13	61
Washtenaw	42	51	34	46	49	222
Wayne	301	339	361	423	344	1,768
Wexford	4	10	4	7	6	31
<b>Total</b>	<b>1,424</b>	<b>1,460</b>	<b>1,524</b>	<b>1,716</b>	<b>1,643</b>	<b>7,767</b>

Counties Ordered by Descending Rank										
	2018	2019	2020	2021	2022	Total	5-yr Rank	2022 Rank	5-yr Trend Line	
Wayne	301	339	361	423	344	1,768	1	1		
Oakland	149	128	125	163	161	726	2	2		
Macomb	136	135	111	132	157	671	3	3		
Kent	99	111	137	141	116	604	4	4		
Genesee	63	68	109	99	77	416	5	5		
Kalamazoo	43	44	50	52	55	244	6	6		
Ingham	43	55	38	49	45	230	7	9		
Washtenaw	42	51	34	46	49	222	8	7		
Muskegon	48	39	36	47	36	206	9	10		
Ottawa	30	30	28	31	48	167	10	8		
St. Clair	21	25	38	28	32	144	11	11		
Calhoun	21	22	29	32	32	136	12	11		
Jackson	23	23	25	33	26	130	13	14		
Saginaw	18	28	23	37	13	119	14	26		
Berrien	25	20	29	20	22	116	15	16		
Monroe	26	17	24	24	17	108	16	19		
Livingston	22	19	14	15	26	96	17	14		
Allegan	20	14	12	14	27	87	18	13		
Bay	23	12	15	15	22	87	18	16		
Grand Traverse	14	18	8	18	17	75	20	19		
Lenawee	14	17	14	15	15	75	20	23		
Eaton	6	12	18	15	16	67	22	21		
St. Joseph	10	10	11	13	19	63	23	18		
Lapeer	10	9	13	15	14	61	24	25		
Van Buren	15	9	12	12	13	61	24	26		
Ionia	5	4	13	13	16	51	26	21		
Newaygo	6	11	12	11	10	50	27	30		
Cass	12	3	9	6	15	45	28	23		
Montcalm	6	9	10	11	7	43	29	36		
Barry	11	8	7	6	8	40	30	34		
Midland	7	8	6	7	12	40	30	29		
Hillsdale	6	8	6	6	13	39	32	26		
Shiawassee	6	8	10	8	5	37	33	41		
Clinton	9	5	5	6	9	34	34	32		
Marquette	4	9	2	8	9	32	35	32		
Sanilac	8	4	8	6	5	31	36	41		
Wexford	4	10	4	7	6	31	36	38		
Isabella	8	5	4	6	7	30	38	36		
Tuscola	4	6	8	9	3	30	38	52		
Clare	4	6	7	4	8	29	40	34		
Branch	0	8	2	8	10	28	41	30		
Mason	9	4	4	5	4	26	42	47		
Emmet	3	3	6	8	4	24	43	47		
Delta	4	8	3	2	5	22	44	41		
Gratiot	5	2	7	2	6	22	44	38		
Antrim	4	4	1	7	5	21	46	41		
Chippewa	4	6	2	6	3	21	46	52		
Cheboygan	1	4	4	7	4	20	48	47		
Oceana	4	5	5	3	2	19	49	60		
Roscommon	6	4	2	2	3	17	50	52		
Charlevoix	4	3	2	4	3	16	51	52		
Iosco	2	3	1	6	4	16	51	47		
Mackinac	5	4	1	5	1	16	51	70		
Otsego	2	4	2	6	2	16	51	60		
Houghton	1	0	4	4	6	15	55	38		
Manistee	5	1	6	1	2	15	55	60		
Dickinson	1	5	2	2	4	14	57	47		
Benzie	4	0	2	5	2	13	58	60		
Lake	3	2	3	3	2	13	58	60		
Menominee	1	0	3	4	5	13	58	41		
Osceola	1	2	3	4	2	12	61	60		
Huron	4	1	2	1	3	11	62	52		
Kalkaska	3	2	3	2	1	11	62	70		
Alger	2	4	2	1	1	10	64	70		
Arenac	2	3	2	1	2	10	64	60		
Gladwin	2	2	3	2	1	10	64	70		
Mecosta	1	1	1	2	5	10	64	41		
Missaukee	1	0	4	1	2	8	68	60		
Presque Isle	2	1	1	1	3	8	68	52		
Alpena	2	0	1	1	3	7	70	52		
Crawford	3	1	1	1	1	7	70	70		
Gogebic	1	1	4	0	1	7	70	70		
Leelanau	1	3	1	0	2	7	70	60		
Iron	0	1	2	2	1	6	74	70		
Luce	2	1	0	0	3	6	74	52		
Ogemaw	0	3	2	1	0	6	74	78		
Oscoda	2	0	1	1	2	6	74	60		
Alcona	2	1	0	0	1	4	78	70		
Montmorency	1	2	1	0	0	4	78	78		
Keweenaw	1	0	2	0	0	3	80	78		
Schoolcraft	0	1	0	2	0	3	80	78		
Baraga	0	1	1	0	0	2	82	78		
Ontonagon	1	0	0	0	0	1	83	78		
<b>Total</b>	<b>1,424</b>	<b>1,460</b>	<b>1,524</b>	<b>1,716</b>	<b>1,643</b>	<b>7,767</b>				



**GTSAC Motorcycle Safety Action Team April 10, 2024 Meeting**  
**Motorcycle Safety and Education Awareness Fund Update**  
**Patricia Heiler, MDOS Traffic Safety Section**

Motorcycle Safety and Education Awareness Fund that I manage for the Michigan Department of State.

The Motorcycle Safety and Education Awareness Fund continues to be used to create and implement the *Motorcyclists Are Hard to See. Look Twice. Save a Life.* comprehensive communication campaign directed at vehicle drivers in the 16-29 age group, because they represent the greatest risk to motorcyclists. While these younger drivers are the primary focus, the overall motorcycle safety awareness message is certainly applicable to drivers of all ages. The goal is to reach the target audience with the message and to reduce and prevent crashes, injuries, and fatalities of motorcyclists involved in multi-vehicle crashes. All efforts are informed by the campaign survey results, Michigan State Police crash data and partner feedback.

The two campaign messages continue to be:

1. Motorcyclists are hard to see. Most motorcycle + vehicle crashes happen at intersections. Look twice. Save a life.
2. Motorcyclists are hard to see. 84% of motorcycle + vehicle crashes happen on streets, not highways. Look Twice. Save a Life.

Once again these campaign messages are being communicated via gas station tv videos, paid and earned social media posts, outdoor boards, posters at rest stops, and digital radio spots. New this year is the use of reddit, snapchat and Instagram to reach the target population.

As in past years the communication campaign for fiscal year 2024 will be kicked off with the promotion of May as Motorcycle Safety Awareness Month.

As a key part of the efforts to educate motorists on how to share the road with motorcyclists as you know there was a free digital driver education toolkit created and made available on the [Michigan.gov/LookTwice](https://Michigan.gov/LookTwice) website to be used by Driver Education Providers and Instructors to educate novice drivers. Please continue to utilize the material on the website and share with partners.

As always, please feel free to contact me in with questions.

Patricia Heiler, MPH, CHES  
Motorcycle Safety and Education Awareness Fund Lead  
Michigan Dept of State  
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Desk Phone: 517-335-1079  
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[Michigan.gov/LookTwice](https://Michigan.gov/LookTwice)

Motorcycle\_County\_2\_Queries\_2018-2022\_2024-05-29

University of Michigan Transportation Research Institute

Prepared for: Michigan Office of Highway Safety Planning, Quinn Passmore & Emily Shinevar

Prepared by: Jason Parks


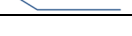
Title: Motorcycle Crashes by County - Motorcycle Driver using Alcohol or Drugs, Motorcycle-Involved with other Motor Vehicles, (2018-2022)

Created: 5/29/2024

Crashes by County involving a Motorcycle and at least one other Motor Vehicle (2018-2022)

Motorcycle_County	Counties in Alphabetical Order						Counties Ordered by Descending Rank									
	2018	2019	2020	2021	2022	Total	2018	2019	2020	2021	2022	Total	5-yr Rank	2022 Rank	5-yr Trend Line	
Alcona	2	1	0	0	1	4	Wayne	301	339	361	423	344	1,768	1	1	
Alger	2	4	2	1	1	10	Oakland	149	128	125	163	161	726	2	2	
Allegan	20	14	12	14	27	87	Macomb	136	135	111	132	157	671	3	3	
Alpena	2	0	1	1	3	7	Kent	99	111	137	141	116	604	4	4	
Antrim	4	4	1	7	5	21	Genesee	63	68	109	99	77	416	5	5	
Arenac	2	3	2	1	2	10	Kalamazoo	43	44	50	52	55	244	6	6	
Baraga	0	1	1	0	0	2	Ingham	43	55	38	49	45	230	7	9	
Barry	11	8	7	6	8	40	Washtenaw	42	51	34	46	49	222	8	7	
Bay	23	12	15	15	22	87	Muskegon	48	39	36	47	36	206	9	10	
Benzie	4	0	2	5	2	13	Ottawa	30	30	28	31	48	167	10	8	
Berrien	25	20	29	20	22	116	St. Clair	21	25	38	28	32	144	11	11	
Branch	0	8	2	8	10	28	Calhoun	21	22	29	32	32	136	12	11	
Calhoun	21	22	29	32	32	136	Jackson	23	23	25	33	26	130	13	14	
Cass	12	3	9	6	15	45	Saginaw	18	28	23	37	13	119	14	26	
Charlevoix	4	3	2	4	3	16	Berrien	25	20	29	20	22	116	15	16	
Cheboygan	1	4	4	7	4	20	Monroe	26	17	24	24	17	108	16	19	
Chippewa	4	6	2	6	3	21	Livingston	22	19	14	15	26	96	17	14	
Clare	4	6	7	4	8	29	Allegan	20	14	12	14	27	87	18	13	
Clinton	9	5	5	6	9	34	Bay	23	12	15	15	22	87	18	16	
Crawford	3	1	1	1	1	7	Grand Traverse	14	18	8	18	17	75	20	19	
Delta	4	8	3	2	5	22	Lenawee	14	17	14	15	15	75	20	23	
Dickinson	1	5	2	2	4	14	Eaton	6	12	18	15	16	67	22	21	
Eaton	6	12	18	15	16	67	St. Joseph	10	10	11	13	19	63	23	18	
Emmet	3	3	6	8	4	24	Lapeer	10	9	13	15	14	61	24	25	
Genesee	63	68	109	99	77	416	Van Buren	15	9	12	12	13	61	24	26	
Gladwin	2	2	3	2	1	10	Ionia	5	4	13	13	16	51	26	21	
Gogebic	1	1	4	0	1	7	Newaygo	6	11	12	11	10	50	27	30	
Grand Traverse	14	18	8	18	17	75	Cass	12	3	9	6	15	45	28	23	
Graiot	5	2	7	2	6	22	Montcalm	6	9	10	11	7	43	29	36	
Hillsdale	6	8	6	6	13	39	Barry	11	8	7	6	8	40	30	34	
Houghton	1	0	4	4	6	15	Midland	7	8	6	7	12	40	30	29	
Huron	4	1	2	1	3	11	Hillsdale	6	8	6	6	13	39	32	26	
Ingham	43	55	38	49	45	230	Shiawassee	6	8	10	8	5	37	33	41	
Ionia	5	4	13	13	16	51	Clinton	9	5	5	6	9	34	34	32	
Iosco	2	3	1	6	4	16	Marquette	4	9	2	8	9	32	35	32	
Iron	0	1	2	2	1	6	Sanilac	8	4	8	6	5	31	36	41	
Isabella	8	5	4	6	7	30	Wexford	4	10	4	7	6	31	36	38	
Jackson	23	23	25	33	26	130	Isabella	8	5	4	6	7	30	38	36	
Kalamazoo	43	44	50	52	55	244	Tuscola	4	6	8	9	3	30	38	52	
Kalkaska	3	2	3	2	1	11	Clare	4	6	7	4	8	29	40	34	
Kent	99	111	137	141	116	604	Branch	0	8	2	8	10	28	41	30	
Keweenaw	1	0	2	0	0	3	Mason	9	4	4	5	4	26	42	47	
Lake	3	2	3	3	2	13	Emmet	3	3	6	8	4	24	43	47	
Lapeer	10	9	13	15	14	61	Delta	4	8	3	2	5	22	44	41	
Leelanau	1	3	1	0	2	7	Graiot	5	2	7	2	6	22	44	38	
Lenawee	14	17	14	15	15	75	Antrim	4	4	1	7	5	21	46	41	
Livingston	22	19	14	15	26	96	Chippewa	4	6	2	6	3	21	46	52	
Luce	2	1	0	0	3	6	Cheboygan	1	4	4	7	4	20	48	47	
Mackinac	5	4	1	5	1	16	Oceana	4	5	5	3	2	19	49	60	
Macomb	136	135	111	132	157	671	Roscommon	6	4	2	2	3	17	50	52	
Manistee	5	1	6	1	2	15	Charlevoix	4	3	2	4	3	16	51	52	
Marquette	4	9	2	8	9	32	Iosco	2	3	1	6	4	16	51	47	
Mason	9	4	4	5	4	26	Mackinac	5	4	1	5	1	16	51	70	
Mecosta	1	1	1	2	5	10	Otsego	2	4	2	6	2	16	51	60	
Menominee	1	0	3	4	5	13	Houghton	1	0	4	4	6	15	55	38	
Midland	7	8	6	7	12	40	Manistee	5	1	6	1	2	15	55	60	
Missaukee	1	0	4	1	2	8	Dickinson	1	5	2	2	4	14	57	47	
Monroe	26	17	24	24	17	108	Benzie	4	0	2	5	2	13	58	60	
Montcalm	6	9	10	11	7	43	Lake	3	2	3	3	2	13	58	60	
Montmorency	1	2	1	0	0	4	Menominee	1	0	3	4	5	13	58	41	
Muskegon	48	39	36	47	36	206	Osceola	1	2	3	4	2	12	61	60	
Newaygo	6	11	12	11	10	50	Huron	4	1	2	1	3	11	62	52	
Oakland	149	128	125	163	161	726	Kalkaska	3	2	3	2	1	11	62	70	
Oceana	4	5	5	3	2	19	Alger	2	4	2	1	1	10	64	70	
Ogemaw	0	3	2	1	0	6	Arenac	2	3	2	1	2	10	64	60	
Ontonagon	1	0	0	0	0	1	Gladwin	2	2	3	2	1	10	64	70	
Osceola	1	2	3	4	2	12	Mecosta	1	1	1	2	5	10	64	41	
Oscoda	2	0	1	1	2	6	Missaukee	1	0	4	1	2	8	68	60	
Otsego	2	4	2	6	2	16	Presque Isle	2	1	1	1	3	8	68	52	
Ottawa	30	30	28	31	48	167	Alpena	2	0	1	1	3	7	70	52	
Presque Isle	2	1	1	1	3	8	Crawford	3	1	1	1	1	7	70	70	
Roscommon	6	4	2	2	3	17	Gogebic	1	1	4	0	1	7	70	70	
Saginaw	18	28	23	37	13	119	Leelanau	1	3	1	0	2	7	70	60	
Sanilac	8	4	8	6	5	31	Iron	0	1	2	2	1	6	74	70	
Schoolcraft	0	1	0	2	0	3	Luce	2	1	0	0	3	6	74	52	
Shiawassee	6	8	10	8	5	37	Ogemaw	0	3	2	1	0	6	74	78	
St. Clair	21	25	38	28	32	144	Oscoda	2	0	1	1	2	6	74	60	
St. Joseph	10	10	11	13	19	63	Alcona	2	1	0	0	1	4	78	70	
Tuscola	4	6	8	9	3	30	Montmorency	1	2	1	0	0	4	78	78	
Van Buren	15	9	12	12	13	61	Keweenaw	1	0	2	0	0	3	80	78	
Washtenaw	42	51	34	46	49	222	Schoolcraft	0	1	0	2	0	3	80	78	

Wayne	301	339	361	423	344	1,768
Wexford	4	18	4	7	2	31
Motorcycle - County	2	2	4	2	2	28
<b>Total</b>	<b>1,424</b>	<b>1,460</b>	<b>1,524</b>	<b>1,716</b>	<b>1,643</b>	<b>7,767</b>

Baraga	0	1	1	0	0	2	82	78	
Ontonagon	1	0	0	0	0	1	83	78	
<b>Total</b>	<b>1,424</b>	<b>1,460</b>	<b>1,524</b>	<b>1,716</b>	<b>1,643</b>	<b>7,767</b>			

Crashes by County where Motorcycle Driver was using Alcohol or Drugs (2018-2022)

Motorcycle_County	Counties in Alphabetical Order					Total	Counties Ordered by Descending Rank					5-yr Rank	2022 Rank	5-yr Trend Line		
	2018	2019	2020	2021	2022		2018	2019	2020	2021	2022				Total	
Alcona	1	0	0	0	0	1	Wayne	24	42	22	27	22	137	1	1	
Alger	0	0	0	0	0	0	Kent	16	18	14	18	15	81	2	3	
Allegan	4	6	5	5	7	27	Oakland	10	8	17	13	16	64	3	2	
Alpena	0	0	0	0	1	1	Macomb	9	16	13	14	11	63	4	4	
Antrim	0	0	0	0	0	0	Genesee	5	6	16	17	9	53	5	6	
Arenac	2	2	0	0	0	4	Muskegon	8	10	8	11	8	45	6	8	
Baraga	0	0	2	0	0	2	Monroe	7	9	4	11	7	38	7	10	
Barry	3	1	2	3	2	11	Ottawa	4	6	6	9	8	33	8	8	
Bay	4	4	5	4	4	21	Livingston	7	4	6	5	10	32	9	5	
Benzie	1	0	0	1	0	2	Jackson	5	8	5	5	6	29	10	13	
Berrien	4	5	4	5	7	25	Kalamazoo	4	6	6	8	4	28	11	19	
Branch	0	1	0	2	1	4	Saginaw	3	4	7	9	5	28	11	14	
Calhoun	6	5	1	5	1	18	Allegan	4	6	5	5	7	27	13	10	
Cass	4	2	4	0	3	13	Berrien	4	5	4	5	7	25	14	10	
Charlevoix	2	1	1	0	1	5	St. Clair	2	2	7	8	5	24	15	14	
Cheboygan	0	1	1	3	1	6	Montcalm	3	4	4	3	9	23	16	6	
Chippewa	1	2	0	0	1	4	Bay	4	4	5	4	4	21	17	19	
Clare	1	0	0	1	2	4	Grand Traverse	4	2	5	5	5	21	17	14	
Clinton	1	1	1	2	2	7	Ingham	4	8	2	5	2	21	17	28	
Crawford	2	1	2	0	0	5	Newaygo	6	2	5	3	5	21	17	14	
Delta	0	2	0	0	0	2	Washtenaw	2	5	4	5	5	21	17	14	
Dickinson	0	2	1	0	1	4	Tuscola	5	2	4	7	2	20	22	28	
Eaton	1	4	1	4	3	13	Calhoun	6	5	1	5	1	18	23	39	
Emmet	1	1	0	1	0	3	Van Buren	4	3	5	3	3	18	23	22	
Genesee	5	6	16	17	9	53	St. Joseph	1	3	5	2	3	14	25	22	
Gladwin	1	0	1	2	0	4	Cass	4	2	4	0	3	13	26	22	
Gogebic	0	0	0	0	0	0	Eaton	1	4	1	4	3	13	26	22	
Grand Traverse	4	2	5	5	5	21	Lenawee	2	2	3	2	4	13	26	19	
Gratiot	2	0	1	2	0	5	Barry	3	1	2	3	2	11	29	28	
Hillsdale	3	0	1	2	1	7	Iosco	1	2	4	3	1	11	29	39	
Houghton	0	1	1	1	1	4	Shiawassee	3	3	1	2	1	10	31	39	
Huron	2	0	0	0	2	4	Lapeer	1	0	3	2	3	9	32	22	
Ingham	4	8	2	5	2	21	Sanilac	4	1	1	1	2	9	32	28	
Ionia	2	4	0	1	0	7	Isabella	3	0	2	2	1	8	34	39	
Iosco	1	2	4	3	1	11	Marquette	0	3	3	2	0	8	34	59	
Iron	0	1	0	2	0	3	Midland	1	2	2	2	1	8	34	39	
Isabella	3	0	2	2	1	8	Oceana	1	1	3	0	3	8	34	22	
Jackson	5	8	5	5	6	29	Clinton	1	1	1	2	2	7	38	28	
Kalamazoo	4	6	6	8	4	28	Hillsdale	3	0	1	2	1	7	38	39	
Kalkaska	0	1	1	0	1	3	Ionia	2	4	0	1	0	7	38	59	
Kent	16	18	14	18	15	81	Cheboygan	0	1	1	3	1	6	41	39	
Keweenaw	0	0	0	0	1	1	Lake	0	1	2	1	2	6	41	28	
Lake	0	1	2	1	2	6	Oscoda	0	2	1	1	2	6	41	28	
Lapeer	1	0	3	2	3	9	Charlevoix	2	1	1	0	1	5	44	39	
Leelanau	1	1	0	0	1	3	Crawford	2	1	2	0	0	5	44	59	
Lenawee	2	2	3	2	4	13	Gratiot	2	0	1	2	0	5	44	59	
Livingston	7	4	6	5	10	32	Mecosta	1	1	0	1	2	5	44	28	
Luce	0	0	1	0	0	1	Arenac	2	2	0	0	0	4	48	59	
Mackinac	0	1	2	0	0	3	Branch	0	1	0	2	1	4	48	39	
Macomb	9	16	13	14	11	63	Chippewa	1	2	0	0	1	4	48	39	
Manistee	0	0	0	2	1	3	Clare	1	0	0	1	2	4	48	28	
Marquette	0	3	3	2	0	8	Dickinson	0	2	1	0	1	4	48	39	
Mason	1	0	1	0	1	3	Gladwin	1	0	1	2	0	4	48	59	
Mecosta	1	1	0	1	2	5	Houghton	0	1	1	1	1	4	48	39	
Menominee	1	1	0	1	0	3	Huron	2	0	0	0	2	4	48	28	
Midland	1	2	2	2	1	8	Otsego	1	0	1	1	1	4	48	39	
Missaukee	0	0	2	1	0	3	Roscommon	0	1	1	1	1	4	48	39	
Monroe	7	9	4	11	7	38	Emmet	1	1	0	1	0	3	58	59	
Montcalm	3	4	4	3	9	23	Iron	0	1	0	2	0	3	58	59	
Montmorency	1	0	2	0	0	3	Kalkaska	0	1	1	0	1	3	58	39	
Muskegon	8	10	8	11	8	45	Leelanau	1	1	0	0	1	3	58	39	
Newaygo	6	2	5	3	5	21	Mackinac	0	1	2	0	0	3	58	59	
Oakland	10	8	17	13	16	64	Manistee	0	0	0	2	1	3	58	39	
Oceana	1	1	3	0	3	8	Mason	1	0	1	0	1	3	58	39	
Ogemaw	0	0	0	1	2	3	Menominee	1	1	0	1	0	3	58	59	
Ontonagon	1	0	0	0	0	1	Missaukee	0	0	2	1	0	3	58	59	
Osceola	0	0	1	0	0	1	Montmorency	1	0	2	0	0	3	58	59	
Oscoda	0	2	1	1	2	6	Ogemaw	0	0	0	1	2	3	58	28	
Otsego	1	0	1	1	1	4	Wexford	2	1	0	0	0	3	58	59	
Ottawa	4	6	6	9	8	33	Baraga	0	0	2	0	0	2	70	59	
Presque Isle	0	0	1	0	0	1	Benzie	1	0	0	1	0	2	70	59	
Roscommon	0	1	1	1	1	4	Delta	0	2	0	0	0	2	70	59	
Saginaw	3	4	7	9	5	28	Schoolcraft	0	0	1	1	0	2	70	59	
Sanilac	4	1	1	1	2	9	Alcona	1	0	0	0	0	1	74	59	
Schoolcraft	0	0	1	1	0	2	Alpena	0	0	0	0	1	1	74	39	
Shiawassee	3	3	1	2	1	10	Keweenaw	0	0	0	0	1	1	74	39	
St. Clair	2	2	7	8	5	24	Luce	0	0	1	0	0	1	74	59	
St. Joseph	1	3	5	2	3	14	Ontonagon	1	0	0	0	0	1	74	59	
Tuscola	5	2	4	7	2	20	Osceola	0	0	1	0	0	1	74	59	
Van Buren	4	3	5	3	3	18	Presque Isle	0	0	1	0	0	1	74	59	

Washtenaw	2	5	4	5	5	21
Wayne	24	42	22	27	23	137
Wexford	2	1	0	0	0	3
<b>Total</b>	<b>206</b>	<b>239</b>	<b>238</b>	<b>261</b>	<b>232</b>	<b>1,176</b>

Alger	0	0	0	0	0	0	81	59	=====
Antrim	0	0	0	0	0	0	81	59	=====
Gogebic	0	0	0	0	0	0	81	59	=====
<b>Total</b>	<b>206</b>	<b>239</b>	<b>238</b>	<b>261</b>	<b>232</b>	<b>1,176</b>			

Motorcycle\_County\_Queries\_2018-2022-2024-05-28



Community Programs (CP)		Project	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget
Project Title	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget		
Program Coordination	OHSF	2025-CP-01-OH	\$2,639,278.53	\$2,639,278.53																\$2,639,278.53	
Michigan Traffic Safety Summit	OHSF	2025-CP-02-OH	\$130,000.00	\$130,000.00																\$130,000.00	
OHSF Printing and Publications	OHSF	2025-CP-03-OH	\$125,000.00	\$125,000.00																\$125,000.00	
Materials Storage and Distribution	MSP - GCSO	2025-CP-04-OH	\$133,851.75	\$133,851.75																\$133,851.75	
Michigan Grants System (MGS)	OHSF	2025-CP-05-OH	\$26,150.00	\$26,150.00																\$26,150.00	
Michigan Traffic Safety Networks (TSNs)	OHSF	2025-CP-06-OH	\$8,850.00	\$8,850.00																\$8,850.00	
Guiding Speed Safety Camera Decision Making in Michigan - Identifying Stakeholder and Public Perceptions	UMTRI	2025-CP-07-OH	\$99,490.54	\$99,490.54																\$99,490.54	
<b>Total CP</b>			<b>\$3,178,808.39</b>	<b>\$3,178,808.39</b>																<b>\$3,178,808.39</b>	

Driver Education (DE)		Project	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget
Project Title	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget		
Strive for a Safer Drive (S4SD)	TIA	2025-DE-01-01	\$107,634.40	\$107,634.40																\$107,634.40	
Teen Interactive Programs	TIA	2025-DE-01-02	\$182,520.00	\$182,520.00																\$182,520.00	
MSP Teen Defensive Driving Program	MSP - PDB	2025-DE-03-05	\$116,002.87	\$116,002.87																\$116,002.87	
Understanding Michigan Teen Drivers Through Their Lens: A Pull Strategy for Innovative Initiatives	Western Michigan University (WVU)	2025-DE-04-00	\$113,608.93	\$113,608.93																\$113,608.93	
Ottawa County Teens Driving Safety Initiative	Northwest Michigan Community Health Agency	2025-DE-05-00	\$50,002.93	\$50,002.93																\$50,002.93	
<b>Total DE</b>			<b>\$566,769.13</b>	<b>\$566,769.13</b>																<b>\$566,769.13</b>	

Emergency Medical Services (EM)		Project	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget
Project Title	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget		
UP Rural Bystander Care Program	OHSF	2025-EM-01-OH	\$7,000.00	\$7,000.00																\$7,000.00	
<b>Total EM</b>			<b>\$7,000.00</b>	<b>\$7,000.00</b>																<b>\$7,000.00</b>	

Impaired Driving (ID)		Project	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget
Project Title	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget		
Drug and Alcohol Impaired Driving Training Project (SFST, ARIDE, and DRE)	MSP - PDB	2025-ID-01-02	\$1,278,876.22	\$1,278,876.22																\$1,278,876.22	
Traffic Safety Training Program	PAAM	2025-ID-03-02	\$693,457.34	\$693,457.34																\$693,457.34	
Judicial Branch Training and Technical Assistance	SCAD	2025-ID-04-05	\$34,940.00	\$34,940.00																\$34,940.00	
Sobriety Court Support	MSP	2025-ID-05-06	\$2,000,000.00	\$2,000,000.00																\$2,000,000.00	
Judicial Outreach Liaison	MSP	2025-ID-06-06	\$43,605.83	\$43,605.83																\$43,605.83	
Post Driving Skills for Life (DSFL) Impaired Driving Station	OHSF	2025-ID-07-OH	\$12,360.52	\$12,360.52																\$12,360.52	
Treatment Court Professional Training and Resources Support	MADCP	2025-ID-08-00	\$47,991.00	\$47,991.00																\$47,991.00	
DRE Callout Overtime	MSP - PDB	2025-ID-09-06	\$31,241.44	\$31,241.44																\$31,241.44	
Out of State Travel	MSP - PDB	2025-ID-10-06	\$16,420.00	\$16,420.00																\$16,420.00	
2025 Michigan DRE Conference	MSP - PDB	2025-ID-12-06	\$19,800.00	\$19,800.00																\$19,800.00	
Michigan State Police Community Service Trooper Impaired Equipment Support	OHSF	2025-ID-13-OH	\$87,549.00	\$87,549.00																\$87,549.00	
<b>Total ID</b>			<b>\$4,310,478.55</b>	<b>\$4,310,478.55</b>																<b>\$4,310,478.55</b>	

Motorcyclist Safety (MC)		Project	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget
Project Title	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget		
Motorcyclist Rider/Cash Professional Development	MDOCS	2025-MC-01-IG	\$114,000.00	\$114,000.00																\$114,000.00	
Motorcyclist Rider Training	MDOCS	2025-MC-02-IG	\$52,000.00	\$52,000.00																\$52,000.00	
Motorcyclist Range Aides	MDOCS	2025-MC-03-IG	\$15,000.00	\$15,000.00																\$15,000.00	
Shadow Rider Postcard (Project Operating)	OHSF	2025-MC-04-OH	\$20,000.00	\$20,000.00																\$20,000.00	
Motorcyclist Rider/Cash Conference	MDOCS	2025-MC-05-IG	\$34,800.00	\$34,800.00																\$34,800.00	
<b>Total MC</b>			<b>\$230,800.00</b>	<b>\$230,800.00</b>																<b>\$230,800.00</b>	

Occupant Protection (OP)		Project	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget
Project Title	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget		
Seat Belt and Handheld Device Direct Observation Survey	MSU	2025-OP-01-00	\$119,997.63	\$119,997.63																\$119,997.63	
Community Car Seat Distribution Program	MSU	2025-OP-02-OH	\$300,000.00	\$300,000.00																\$300,000.00	
4-H Youth Education Safety Belt Program	MSU	2025-OP-04-00	\$119,999.99	\$119,999.99																\$119,999.99	
Child Passenger Safety Training and Recertification	OHSF	2025-OP-05-OH	\$260,000.00	\$260,000.00																\$260,000.00	
<b>Total OP</b>			<b>\$799,997.62</b>	<b>\$799,997.62</b>																<b>\$799,997.62</b>	

Paid Media (PM)		Project	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget
Project Title	Agency	Project Agreement #	FY25 Total Budget	Local Contribution	402	405b	405b FLEX	405c	405d	405d FLEX	405(e)	405(f)	405(g) Nonmotorized Safety	405(h) Preventing Roadside Deaths	405(i)	154	164	1906	Federal Budget		
Strategic Counsel	OHSF (Brogan)	2025-PM-01-OH	\$90,000.00	\$90,000.00																\$90,000.00	
Seat Belt Use Awareness Paid Media	OHSF (Brogan)	2025-PM-02-OH	\$500,000.00	\$500,000.00																\$500,000.00	
Distracted Driving Awareness Paid Media	OHSF (Brogan)	2025-PM-03-OH	\$500,000.00	\$500,000.00																\$500,000.00	
Teen Traffic Safety Paid Media	OHSF (Brogan)	2025-PM-04-OH	\$200,000.00	\$200,000.00																\$200,000.00	
Speed Mobilization Paid Media	OHSF (Brogan)	2025-PM-05-OH	\$200,000.00	\$200,000.00																\$200,000.00	
Impaired Driving Awareness Paid Media	OHSF (Brogan)	2025-PM-06-OH	\$1,000,000.00	\$1,000,000.00																\$1,000,000.00	
Michigan State Police (MSP) Third District Impaired Driving Action Team (IMPACT) Paid Media Campaign	OHSF (Brogan)	2025-PM-07-OH	\$150,000.00	\$150,000.00																\$150,000.00	
Winter Safe-Driving Paid Media	OHSF (Brogan)	2025-PM-08-OH	\$345,000.00	\$345,000.00																\$345,000.00	
Click It or Toss It (COTI) Mobilization Paid Media	OHSF (Brogan)	2025-PM-09-OH	\$250,000.00	\$250,000.00																\$250,000.00	
RideCoach Recruitment Paid Media	OHSF (Brogan)	2025-PM-10-OH	\$75,000.00	\$75,000.00																\$75,000.00	
Drive Sober or Get Pulled Over (DSOGPO) Mobilization Paid Media	OHSF (Brogan)	2025-PM-11-OH	\$500,000.00	\$500,000.00																\$500,000.00	
Booster Seat Paid Media	OHSF (Brogan)	2025-PM-12-OH	\$500,000.00	\$500,000.00																\$500,000.00	
Shadow Rider Paid Media	OHSF (Brogan)	2025-PM-13-OH	\$12,000.00	\$12,000.00																\$12,000.00	
Statewide Bicyclist Education Paid Media	OHSF (Brogan)	2025-PM-15-OH	\$200,000.00	\$200,000.00																\$200,000.00	
Statewide Pedestrian Education Paid Media	OHSF (Brogan)	2025-PM-16-O																			